(ESTABLISHED. 1881:)

Zionakona Telegraph.

NEW SERIES No 4617

晚九卅月六年十三緒光

WEDNESDAY, AUGUST 10, 1904.

三角禮

號十月八英港香

\$30 PER ANNUM. SINGLE COPY, TO CENTS.

Banks.

OKOHAMA SPECIE BANK, LIMITED ESTABLISHED -1880. CAPITAL SUBSCRIBED Yen 24,000,000

THE

CAPITAL PAID-UP 18,000,000 CAPITAL UNCALLED...... 6,000,000 RESERVE FUND 1, 9,310,000 Head Office - YOKOHAMA.

Branches and Agencies. rokio. NAGASAKI. LONDON. NEW YORK. LYONS. SAN FRANCISCO. HONOLULU. BOMBAY. SHANGHAL. TIENTSIN. NEWCHWANG.

PEKING. LONDON BANKERS; THE LONDON JOINT STOCK BANK, LD PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH :- INTEREST ALLOWED. On Current Account at the rate of 2 per cent. Union of London and SMITH'S BANK, LTD. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

> TARO HODSUMI, Manager.

Haigkong, 1th March, 1904. BANKING CORPORATION.

RESERVE FUND. -Sterling Reserve\$ 10,000,000 \$ 16,500,00 \$ RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS: A. J. RAYMOND, Esq., Chairman. H. E. TOMKINS, Esq., Deputy Chairman. E. Goetz, Esq. Hon, W. J. Gresson. A. Haupt, Esq. H. Schubart, Esq. E. Shellim, Esq.

Hon, R. Shewan. N. A. Siebs, Esq. H. W. Slade, Esq. E. S. Whealler, Esq. CHIEF MANAGER:

Hongkong-J. R. M. SMITH MANAGER: Shanghai-H. M. BEVIS.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED HONGKONG-INTEREST ALLOWED On Current Account at the rate of 2 per Cent per Annum on the daily balance, ON FIXED DEPOSITS:

For 3 months, 24 per Cent. per Annum For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. î. R. M. SMÎTH, Chief Manager. Hongkong, 21st July, 1904.

HONGKONG SAVINGS BANK.

17HE Business of the above Bank is conducted 14 % - bythe HONGKONG AND SHANGHATE 🥫 🖇 BANKING CORPORATION. Rules may beg obtained on application. INTEREST on deposits is allowed at 31 PE

CENT. per annum. Depositors may transfer at their optic balances of \$1000 or more to the HONGKONG AN SHANGHAI BANK to be placed on FIXE! DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAL BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. THE NATIONAL BANK OF CHINA, LIMITED. HEAD OFFICE:-HONGKONG.

Board of Directors :-Creasy Ewens, Esq. | Kwan Fong Kuk, Esq. !. G. C. Moxon, Esq. J. Focke, Esq. Chief Manager, GEO, W. F. PLÄYFAIR. Interest for 12 months Fixed 5 % Hongkong, 2nd August, 1904.

TEUTSCH ASIATISCHE BANK.

PAID-UP CAPITALSh. Taels 5,000,000 HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS: BERLIN. BRANCHES:

___ Hankow Berlin-Calcutta_ Tsingtau (Kiautschou) Tientsin LONDON BANKERS: Messis. N. M. Rothschild & Sons,

Union of London and Smiths Bank, LTD DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account.

learned on application. Every description of Banking and Exchange business transacted. H. FIGGE,

Hongkong, 12th April, 1904.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS, GOLD \$7,992,173.37 = about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED GOLD \$10,000,000 = $\int_{0.055,000}$.

HEAD OFFICE: I, WALL STREET, NEW YORK. LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

BRANCHES AT SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, CEBU, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, CANTON, AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,

CREDIT LYONNAIS, DRESDNER BANK, COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &C.

HE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or ONGKONG AND SHANGHAL Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH: 20, DES VŒUX ROAD CENTRAL. CHARLES R. SCOTT, Manager.

Hongkong, 26th July, 1904.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels SURSCRIBED CAPITAL 5,000,000 PA10-UP CAPITAL 2,500,000 Head Office: -SHANGHAL

PENANG.

SINGAPORE.

TIENTSIN.

Branches and Agencies. CANTON. CHEFOO. HANKOW. PEKING.

*HE Bank purchases and receives for collection Bills of Exchange drawn on the above Jaces, and Sells Draits and Telegraphic Transets Payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. per Augum Fixed Deposits for 3 months.

H. C. MARSHALL, Acting Manager, Hongkong, 17th May, 1903.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

R SERVE LIABILITY OF SHARE-NTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months, 4 per cent.

T. P. COCHRANE, Hongkong, 19th May, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to Book Cargo and Issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVER-LAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEAT-TLE, as hitherto, by the Steamers of the NURTHERN PACIFIC S. S. Co., BOSTON DEUTSCHE BANK (BERLIN), LONDON AGENCY STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the Com-DEPOSITS received on terms which may be pany's Local Branch Office in PRINCE's BUILDINGS, First Floor, Chater Road.

> A. S. MIHARA, Manager.

Hongkong, 20th May, 1904

JAPAN

COALS.

(MITSUI & Co.) HEAD OFFICE:-- I, SURUGA-CHO, TOKYO. LONDON BRANCH :-- 34, LIME STREET, E.C. HONGKONG BRANCH:- PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasobo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Inpanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and - Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mahnoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals. . S. MINAMI, Manager, Hongkong,

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS. . REMARKS. About 11th ? Freight and SHANGHAI..... G. M. Montford, R.N.R. Passage. August LONDON and ANTWERP VIAT EBORNEO..... About 19th & Freight and SINGAPORE, PENANG, C. W. Gordon, R.N.R.... Passage. COLOMBO, and PORT SAID) (Passing through the Inland Sea). & B. H. W. Snow............ August

> For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 10th August, 1904.

NORDDEUTSCHERI, LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA ANTWERP, BREMEN/HAMBURG:

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS: Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B. -- Cargo can be taken on through Bills of Lading for the Principal Places in Russis. PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

	 ,
STEAMERS.	SAILING DATES
PREUSSEN	WEDNESDAY, 17th August.
GNEISENAU	WEDNESDAY, 14th September.
DDINIZ LIKINDICH	
DAVERN	WEDNESDAY, 28th September.
<i>しょごねぐだれ</i>	
21RT'RN	
PRINZESS ALICE	WEDNESDAY; oin November.
- PRINZ REGENT THITPOID .	
PRRIISSEN	WEDNESDAY, 7th December.
- PRINZ ECTEL FRIEDRICH	WEDNESDAY, 21st December.
PRINZ HEINRICH	WEDNESDAY, 4th January, 190

ON WEDNESDAY, the 17th day of August, 1904, at 9 A.M., the Steamship "PREUSSEN,' of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS. SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA, Shipping Orders will be granted till Noon, on MONDAY, the 15th instant, Cargo and Specia will be received on Board until 5 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 16th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linea can be washed on board, NORDDEUTSCHER LLOYD. For further Particulars, apply to

Hongkong, 9th August, 1904.

MELCHERS & CO., AGENTS.

Untimations.

LANE, CRAWFORD & CO.,

MUSICAL DEPARTMENT.

NEW MODELS OF PIANOS JUST RECEIVED FROM:-

BRINSMEAD, BROADWOOD,

COLLARD and COLLARD,

CHALLEN and Son,

and Dorner.

N.B.-NEW GENUINE Instruments from the above Makers are to be had in Hongkong from LANE, CRAWFORD & CO. ONLY.

MUSICAL INSTRUMENTS OF EVERY DESCRIPTION.

EDISON'S PHONOGRAPHS.

REPAIRS.

Special attention given to all kinds of repairs by thoroughly experienced workmen under

SPECIAL EUROPEAN SUPERVISION.

Hongkong, 11th July, 1904.



No. 75.

PACKED BY

Telephone

LE ROITH & Co., 66, ST. JAMES STREET, LONDON.

AGENTS,

CALDBECK. MACGREGOR & CO., 15, Queen's Road.

Hongkong, 6th August, 1904.

Untimations.

The great food-value

of Bovril is known and appreciated by those to whom strength and endurance are a vital necessity, such as business-men, travellers, explorers, athletes, military and naval officers, etc. Bovril represents sustenance, nourishment and stimulus in the most condensed and most convenient form. Bovril is the very embodiment of strength.



TRADE

779]

ASK FOR



MARK.

TELEPHONE No. 135.

AND SEE YOU GET IT:

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD. Sole Agents,

> H. PRICE & CO., 12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904.

JOHN DEWAR SONS & Co., PERTH

WHISKY

Extra Special \$16.00 per case 12/1 Label \$24.00 White

> KRUSE & Co. Sole Agents.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904

CHEUNG & Co.,

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,

GENERAL DOMESTIC GOODS, &c., &c.

TELEPHONE 460. Hongkong, 13th July, 1904.

Wotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903.

CRAIGIEBURN

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tol. 56: For Terms, &c., apply to the

Hongkong, 2nd July, 1900.

MANAGER.

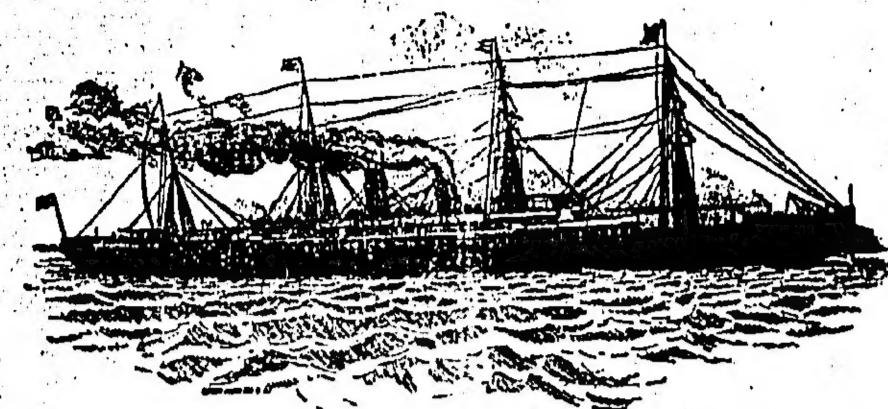
AND CANTON

WM. FARMER, Proprietor,

LITTLE CHANGE.

The round trip from Hongkong to Macao, thence to Canton and back to Hongkong, will be found interesting and enjoyable.

Mails.



PAGIFIC MAIL S.S. CC., OCCIDENTAL & ORIENTAL 8.8, CO., TOYO KISEN KAISHA.

TAKING PASSENDERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO. CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG. ...TUESDAY, 23rd August, at Noon. "GAELIC" 4,205 ... SATURDAY, 3rd September, at Noon. " MONGOLIA " 13,639 ...THURSDAY, 15th September, at Noon. "UHINA" 5,060 ...TUESDAY, 27th September, at Noon. " DORIC"..... 4.784 ... SATURDAY, 8th October, at Noon. " SIBBRIA "11,284

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

"COPTIC" 4,352

"AMERICA MARU" ... 6,300

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO; via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONO-LULU, on TUESDAY, the 16th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL. WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Hills of Lading issued for transportation to Yokohama and other Japan Ports to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

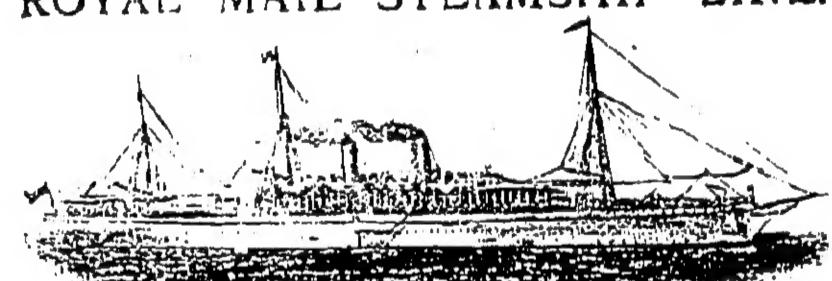
PRATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passongers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent. Hongkong, 8th August, 1904.

CANADIAN PACIFIC RAILWAY ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAL, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) PUNCTUALITY.

SPEED

SAPETY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC. "EMPRESS" Twin Scraw Statmships--6,000 Tons-10,000 Horse Power-Speed 19 Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION). R.M.S. "EMPRESS OF INDIA",.. 6,000 Tons...... WEDNESDAY, 24th August. "EMPRESS OF JAPAN"... 6,000 , WEDNESDAY, 21st September. "ATHENIAN"..... 2,440 " WEDNESDAY, 12th October. "EMPRESS OF CHINA"... 6,000 , WEDNESDAY, 19th October. "TARTAR" 4,425 " WEDNESDAY, 2nd November. "EMPRESS OF INDIA"... 6,000 " WEDNESDAY, 16th November. Hongkong to London, 1st Class..........vid St. Lawrence £60. Vid New York £62. Hongkong to London, Intermediate on

Steamers, and 1st Class Rail THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments. For further information, Maps, Guides, Hand Books, Itates of Freight and Passage, or 6 doz. pints.

apply to D. W. CRADDOCK Acting General Agent,

[10 o, Pedder's Street. Hongkong, 10th August, 1904.

OSTASIATISCHER FRACHTDAMPFER DIENST

(Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Corenhaden, LISBON, OPORTO, LONDON, LIVERPOOL, GLASCOW, TRIESTE, GENOA, PORTS IN THE LEVANTE I-BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOS	ED SAILINGS FRO	OM HONGKONG.
STEAMERS.	SUBJECT TO ALTER, DESTINATIONS.	SAILING DATES.
NUBIA?	HAVRE and HAMBURG (Calling at S'PORE, PENANG & COI	
Habel	HAVRE, BREMEN and HAM (Calling at S'PORE, PENANG & CO.	BURG. } reth August. } Freight.
SPEZIA (ex BAMBERG) Miltzlaff	HAVRE and HAMBURG (Calling at S'PORE, PENANG & CO	2. Jarob Angust Freight
ANDALUSIA	HAVRE and HAMBURG (Calling at S'PORE, PENANG & CO	
SAMBIA	HAVRE and HAMBURG (Calling at S'PORE, PENANG & CO	LOMBO). 20th Sept. Freight.
(ex KONIGSBERG) Behrens	Camps at 2 loke' Lenyar & Co	LOMBO). Atth October, Passenge
SUEVIA	HAVRE and HAMBURG (Calling at S'PORE, PENANG & CO	LOMBO). 3 18th October. 3 Preight.
For further l	inficulars, apply to	DO MEDIUA LIMIN

H \MBURG-AMERIKA LINIE, Hongkong Office, Nn / Oneen's Buildings. Hongkong, 9th August, 1904

TSIN TING.

LATEST METHODS OF DENTISTRY. DENTISTRY, STUDIO AT NO. 14, D'AGUILAR STREET.

M. H. CHAUN, D. D. S. REASONABLE FEES. 37, DES VOEUX ROAD CENTRAL, HONGKONG From the University of Pennsylvania, U.S.A. Consultation Free. Hongkong, 4th June, 1904. Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND

WEST RIVER STEAMERS. JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE. G. F. Morrison, R.N.R. W. A. Valentine. FATSHAN,"2,250 ,, "HANKOW,"3,073 ... J. J. Lossius. Departures from Hongkong to Canton daily at 8 A.M. (Sunday excepted), 5.30 P.M.

and 9 P.M. (Saturday excepted). Departures from Canton to Hongkong daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

further particulars see special time table.

Departures on Sundays at NOON: Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVICA-TION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD. CANTON-WUCHOW LINE.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD. Hongkong, 13th June, 1904.

CHINA-JAPAN

REGULAR FOUR-WEEKLY SERVICE JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for		On or about
		ī.			
TJIMA''I	JAVA PORTS	First half of	JAPAN VIA SHANC	IAH	First half of August
TJILATJAT	JAPAN	Second half of	1 2		Second half of August
TJIPANAS	JAVA PORTS	Second half of August	JAPAN VIA SHANG	SHAI	First half of September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor. Hongkong, and August, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES That and FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS, 16, QUEEN'S ROAD, CENTRAL.

EFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure. Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness. Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

HERMANOS.

TUBORG BEER. FIRST Class PILSENER—BEER DIAMOND MERCHANTS, JEWEL guaranteed free from Salicylic Acid, DIERS AND WATCHMAKERS guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quaris) Special Prices for Quantities.

Sole Agents :-SIEMSSEN & CO.

Hengkong, 10th January, 1003.

SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MER. CHANTS, NAVAL CONTRACTOR. AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HUNGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR LIARTMANN'S RAHTJEN'S GENUINE CI COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR

LAUNCHES, ...

Sole Agents for PERGUSON'S SPECIAL CREAM P. & O. SPECIAL LIQUER SCOTCH

WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES. Hongkong, 15th December, 1903.

EASTMAN'S KODAKS and FILMS. .

Sole Agents for "OMEGA" WATCHES." "OMEGA" is the best, "THREE YEARS' guarantee given to every purchaser. 40. QUEENS ROAD, Watson's Ruilding.

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER, 41 & 43. QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLAP GING and COPYING in all Sizes,

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

MEE CHEUNG.

Hongkong, 15th September, 1903.

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE. IN Ice-House Frul.

IS now to a nosition, in his New and Com modious Premises, to eclinee, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far Rast. GROUPS AND VIEWS

a speciality. Honekong, tind Septemb , (*95) Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Yokohama, May 11th, 1903.

THE FOLLOWING GOODS:-

pump out, 4 hours.

Longth inside. 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to No. 2 DOCK.

Longth inside, 375.ft. Width of entrance, top:80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and 'material will be

🛚 guaranteed. 🚈 The cost of Docking, and repair work, will be found to compare favourably with that

of any port in the world. Telephone: Works, No. 508; General, No. 376 Telegrams, "Dock, Yokohama," Codes A I. and A. B. C. (4th).

WINE AND SPIRIT MERCHANTS,

GENERAL STOREKEEPERS, (SUCCESSORS TO G. GIRAULT) 6, QUEEN'S ROAD CENTRAL.

IN E beg to inform the Hongkong public that we have just received by the French Mail Steamer Oceanien

FLAT CHEESES (quality Crème à la Crème)\$0.80 per 1b. EYSSEN CHEESE in Tins 0.75 the tin. GOUDA CHEESE (Edam) 1.60 each. We specially recommend these products to our clients as they are of the first quality. We have also received PRESERVED FRUITS of the finest brands. STRAWBERRIES IN JUICE......Per Bottle \$1.50 CHERRIES ASSORTED FRUIT. CHERRIES IN BRANDY..... APRICOTS " **PLUMS**

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb. We specially recommend the above to amateurs and connoisseurs. Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer

to the public and the firm defies competition either in quality or price. We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask

of 210 litres. In a few days we shall have on sale a special preparation for mixing with a Wine that

is clouded in the cask so that it becomes perfectly clear when bottled. Hongkong, 16th July, 1904.

Botels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON, TEA ROOMS. PRIVATE BAR

BILLIARD ROOMS. Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required) Electric Passenger Elevator to each Floor. Table D' Hote at Separate Tables. For Terms, &c., apply to the

MANAGER. Haegkong, 23rd October to 3

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN

EVERY ROOM,

EUROPEAN MANAGEMENT

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

THE RAMSGATE OF HONGKONG. METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road-half-an-hour by ricksha.

The only House on the Road. The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowleon Peninsula.

Electric Tramways will soon run past the door.

There is also accommodation for a few Boarders. Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffins and Dinners, prepared in first-class style on the shortest notice,

Dinner Parties and Picnics catered for.

JAS, CHRISTIE,

Hongkong, 28th July, 1904.

Proprietor and Manager,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OLFICES. EXCELLENT CUISINE AND WINES. Large and | ofty Rooms Elegantly Furnished. | lydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Grests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902. GO TO

THE

KOWLOON.

Untimations.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITEO.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th August, at 12 o'clock, Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th August, inclusive.

By Order of the Board of Directors, T. ARNOLD,

Secretary.

Hongkong, 26th July, 1904.

HONGKONG AND SHANGHAI BANK-ING CORPORATION.

NOTICE is hereby given that the ORDI-NARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1904. By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 30th July, 1904. HONGKONG AND SHANGHAI BANK

ING CORPORATION.

TOTICE is hereby given that the RE-GISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th, to the 20th day of August next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 30th July, 1904.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 22nd August, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors, THOS, I. ROSE,

Hongkong, 29th July, 1904.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

DURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1:04, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application. The TRANSFER BOOKS of the Company will be CLOSED from the 28th September,

1904, to the 8th October, 1904, both days IRON inclusive. The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided

into 90,000 shares of \$10 each. The whole of the premium received from the New Issue will be placed to the Credit of the

Permanent Reserve Fund. The New Issue will rank for Dividend for the three months ending 31st December, 1904, pay-

able in May, 1905. Forms of application for the New Issue can Player. be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong,

Shanghai, and London. JOHN D. HUMPHREYS & SON,

General Managers. Hongkong, 22nd June, 1904.

> ROYAL AERATED WATERS MANUFACTORY.

TORODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only. - REPORT OF AN EXPERT.

The representative of Messrs, BRATBY and HINCHLIFFE, LIMITED, Aerared Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture, Order Books and Price List. Please apply to

FACTORY and OFFICE, West Point, Tel. 367. Depôt, Ice House Street. Tel. 374. Dr. V. DANENBERG & F.P. DANENBERG.

General Managers, Hongkong, 20th May, 1904,

Entimations.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

T.Noccordance with the Provisions of No. 121 L'of the Articles of Association, the General Agents have this day declared on INTERIM DIVIDEND of FIVE PER CENT, for the halfyear ending 30th June, 1904, on the Paid-up

DIVIDEND WARRANTS payable on Shareholders on application. The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant,

both days inclusive. JARDINE, MATHESON & Co., General Agents,

Hongkong, 9th August, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING," Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao. FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00 \$5.00 Return , \$300, Tiffin and Dinner may be had on Board at &r each meal.

YUK ON & Co., LD. Hongkong, 8th August, 1904.

WANTED.

SITUATION as GENERAL ASSIST. ANT in a Mercantile Firm. Advertiser has knowledge of BOOK-KEEPING and TYPE-WRITING. First-class testimonials.

Apply to-Clo Hongkong Telegraph.

Hangkong, 6th August, 1904.

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER, interior. WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND OFFER

NEW

CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPRESS OF CHINA."

WE WILL SUPPLY AN UPRIGHT

GRAND AND PLAYER FOR \$825.

CREDIT TERMS.

These Players have been tested in Hongkong for 5 years (at Peak included) without a Single Failure, which can be said of no other

THE

[754] ROBINSON PIANO

Co., Ld.

Hongkong, 3rd August, 1904.

ESPECIAL OLD

Marshall and Elvy's

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM-THE MUTUAL STORES,

Des Voux Road. Hongkong, 11th May, 1904.

treaties with the United States, Great Britain,

J. ALLEN.

and Japan the Government of China has indi-MONDAY, the 29th August, will be issued to cated its intention of reforming its monetary system. It has further given public expression to its intention by decress commanding high financial officials to prepare a plan of reform by sending a commission to Japan to conside the monetary system of that country, and by [922 memorandum presented to the Government of the United States asking its co-operation in carrying out such a reform. A

MUNETARY REPORM IN

CHINA.

THE FOLLOWING VERY LUCID PAPER WAS

WRITTEN BY PROFESSOR J. W. JENKS FOR

AND APPEARED IN, THE "WAN KUCH

KUNG," AND THE ORIGINAL ENGLISH TEXT

HAS BEEN HANDED US BY DR. YOUNG

Within the last two years through commercial

The need for such a movement is clear Anyone who has had occasion to travel in the Interior of China realises how great the con fusion in the monetary system is. While larger transactions are almost always carried on terms of taels, these taels vary not merely in different provinces but in different cities of the same province, such variations being both in weight and in the touch of the metal, for al taels are in reality but a fixed weight of silver of a certain degree of fineness. Besides the variations in the silver taels in use in differen parts of the country, there are found also grea variations in the use of copper cash. For example in Peking in earlier times ten-cash pieces had been coined which, at the present time, have the value of two. In other cases for every ten cash of the ordinary size and weight, one lighter cash will be inserted. The number of cash in the string likewise varies from some 50 to nearly a thousand. A person buying cash in the morning for silver may very easily with in a diy's walk find himself at night in a place in which the number of cash given for a tael of silver would be so different both in number and quality as practically to amount to a new coinage. In-several provinces silver dollars are coined; elsewhere Mexican and Hongkong is extremely important, however, that the dollars are used, and in some places even Russian roubles circulate. The effect of this tion, be given a fixed value in terms of gold. confusion in the monetary system cannot fail to be extremely detrimental to trade in the

The situation as regards foreign trade is little, if any, better. Naturally the transactions in Shanghai are of greater magnitude and are conducted mainly through banks and other agent: expert in monetary exchange. Moreover, this foreign trade is carried on to a very great extent with countries whose monetary standard is gold. In consequence every change in the value of silver bullion affects these international exchanges.

sell a bill of goods in Shanghai for say 5,000 tacls, payable on the arrival of goods, it might] early happen that before the goods reached new coins, both silver and copper into the Shanghai, silver would have fallen so much in value that a bargain which, at the time it was made, appeared profitable, may turn out, when settlement is effected, to be a bad loss; or with a gain in the value of silver the result might be the opposite and instead of a loss he might well make an unexpected gain at the expense of the purchaser. Business thus becomes to a considerable extent a mere gambling speculation, and such a condition of business cannot | placing and maintaining these coins on a fail to be extremely injurious

The resson of the losses which may be suffered by individuals has been impressed upon the Chinese Government by its experiences with the payment of the indemnities to the foreign Powers. According to the interpretation of most of the Powers this indemnity is payable

value of the Haikuan tael in terms of gold was three shillings sterling. Under that rating the indemnity payable, for example, in 1903 was value decidedly since that time, and a fall of only 10% in the tael would call for a sum of 20,092,166 taels, provided China recognised the PIANO claim for the gold rating of the protocol.

This would mean a loss to China of 1,262,666 taels, a loss which might have been avoided had China possessed a circulating medium of which the value did not vary in terms of gold.

This continual fluctuation in the value of the silver tael likewise causes and has caused for a long time in the past great difficulty to the Go--vernment in the way of arranging the revenues. So far as any of their obligations are payable in gold a fall in the price of silver means that a larger quantity of silver must be raised in taxes, but increased taxes are no more popular in China than elsewhere. Moreover, owing to the system under which the taxes are collected, it has become through long custom the practice of the officials to secure their own salaries or expenses from savings made through irregular ratings in taxation. A tael which is worth commercially say 1,030 cash, though collected in terms of tacls, is actually paid in copper cash at an exchange of perhaps 2,400 or 2,600. This means that half of the money collected or more goes either for the payment of local expenses not otherwise accounted for or as a salary to the official concerned. A good system should make it easier to change such customs.

It would doubtless be possible to enumerate many more of the needs for the currency reform of China, but at the present time none seem more pressing than those just enumerated, any one of which is sufficient to show the advisability of earnest effort on the part of the

Government. As has been intimated the Chinese Government has undertaken seriously the study of the

question. A committee for the management of a new mint has been organised, a building begun, new machinery ordered, and plans for the organisation of a coinage system have been made. Comparatively lately arrangements have. also been made for the organisation of a national bank to put the new money into circulation when it shall be ready; for the accumulation of a gold reserve in case the Government [608] should find it desirable to establish ite system

on the basis of a gold parity, and the experts on this subject have been consulted in many

in response to the request of China the Government of the United States appointed a Commission on International Exchange to do what at could to open the way for such a reform. Inasmuch as China is under heavy obligations to the great Powers, it was thought best that the governments of the Powers be consulted in order to remove from their minds distrust as to the motives of China and of the United States in undertaking this work, and to secure likewise under governmental patronage and supervision the opinions of the leading monetary experts of the world. The American Commission, accompanied by a Commission from the Government of Mexico, visited England, France, Holland, Germany and Russia to consult with their government, on the subject under consideration. In all the countries the purpose of the mission was cordially welcomed and, speaking generally, it may be said that the plans were in the main endorsed, though there were numerous criticisms and suggestions on points of minor import. Japan likewise, after consulting with the Commissioner sent to China, gave its approval to the plans discussed in Europe, and the Government of China has these various

suggestions under consideration. The main points in any reform of the currency of China are easily indicated . he currency system must be under one central control so that the coins or any paper certificates of 'any kind whatever may be 'made uniform throughout the country of uniform acceptability. It is generally conceded that these coins should be arranged on the decimal system with the unit coin of, say, one tael or one dollar divided into parts as small as one onethousandth, representing a copper cash.

From what has already been suggested above it would be necessary not merely to have a standard coin of silver, but to have also subsidiary coins frepresenting the halves, fifths, and tenths, and a copper coinage representing say one-twentieth, one-hundredth, and onethousandth parts of the standard unit of which small pieces also the value should be maintained at a parity with gold. In a country like China where the standard of living is low, where the rate of wages is barely above the living toint, there would be little use for a gold currency actually in circulation. It silver and copper coins which will be in circula-This is practically essential for the successful and easy conduct of trade with foreign countries, while it will likewise be beneficial to the local trade as well as very profitable to the Government itself.

It seems to have been practically the universal opinion of all if the dozens of officials and experts consulted on this question, that these silver and copper coins ought ultimately to have a fixed value in terms of gold. The differences of opinion, so far as they existed, grouped themselves merely about the methods of securing and maintaining this parity with gold. Some have been of the opinion that a uniform silver currency practically complete throughout the country is recessary before the question of If a merchant living in San Francisco should the gold parity can seriously be considered. Others, however, and by far the larger of the opinion that considerable time must of necessity be taken in coining and introducing the country whether they be placed on a gold parity or not, and if the coins are issued at a fixed gold value considerably above their bullion value they will go into circulation practically as readily as though they were issued at their bullion value. When, however, in this case the coins are once actually in circulation throughout the country, the whole reform will have been established, whereas in the other case indicated, after the coins were once in circulation, the most difficult part of the whole task, that of parity, would still remain.

to continue her industrial development and in-crease her prosperity, her new industrial must ultimately be of the same general nature as those of the countries with which she deals; that is, her coins, silver and copper, must have a fixed value in terms of gold. It is extremely desirable that if this end is to be attained within any reasonable time no false steps be taken at At the time of the signing of the protocol the the beginning which will need to be retraced, but that every step taken be one in the general plan of action which will soonest reach the desired end. If the introduction of the new coins on a gold parity will soonest attain that object, even 18,829,500 tacls. Silver, however, has fallen in though it were for the time being to make some little additional trouble for the people, there can be no question that it should be

One can hardly expect that so complete a change over so large an extent of territory, with so imperfect means of communication, can be carried out within a very short time, but the matter is of sufficient importance, so that both the Government and the business men whose interests would be so greatly affected by any such change may well afford to give plenty of time and thought and study to the question, so that they in turn may bring their views intelligently and convincingly before the Government. The result of such a movement cannot be other than that of added prosperity to the business of the country, and in consequence a strengthening of the financial status which will tend very strongly toward giving China her rightful place among the great independent nations .- N. C. D. News.

COMMERCIAL.

	١
TO-DAY'S EXCHANGE.	
· Calling	l
London - Bank T.T.	l
DA demandamental de la constant de l	ļ
Do Amonths' sight	ĺ
Connec Rank I.T	Ì
A	١
Germany—Bank T.T 1.87	١
India T.T	ı
Do. demand	ł
Shanghai—Bank T.T	
Shangnat-pank 1.1.	Į
Japan-Bank T.T. Nominal	
Singapore—Bank T.TNominal	1
Tava-Bank T. T	
Buying. 4 months' sight L/C	
4 months' sight L/C	
& months' sight L/C	
30 days' sight San Francisco & New York 451	
4 months sight do.	ı
- 1 1 -:- Li Gudnau and Mainduid Coccessiii VI	
30 days, sight Sydney and many	
4 months signe Findes	
4 months' sight Francs	
4 months sight Germany	ĺ
** ** ** ** ** ** ** ** ** ** ** ** **	•
Bank of England rate	L
OPIUM QUOTATIONS.	
To-day's quotations are as follows	•
Let ches	
@ offoit 040	

Older ,,,,,,,,,,,,,,,,,,,,,,

Oldest

Persian (Papes) muttentinien. @ 840/880

To Uet.

TO LET. ROOMS on the First Floor o

ALEXANDRA BUILDINGS.

Apply to-

SECRETARY, A. S. Watson & Co., Limited. Hongkong, toth June, 1904.

TO LET AT MACAO.

LIOUSE No. 15, PRAIA GRANDE, well I ventilated, with large and airy rooms and nice verandah.

For Particulars, apply to-OMER CASSAM MOOSA,

49, Rua Central, Macao.

TO LET.

4th August, 1904.

IMMEDIATE POSSESSION. FOR 18 MONTHS.

EIGHTOR," THE PEAK. Apply to-

JEBSEN & Co.

Hongkong, 27th April, 1904.

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD, Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive

No. 52, HOLLYWOOD ROAD. And others to suit various requirements. S. A. SETH, Land and Estate Broker,

Dairy Farm Co., Ltd. Hongkong, 13th July, 1904.

TO LET.

Apply to-

TUROPEAN HOUSES, Nos 2 to 15, GAP ROAD, MORRISON HILL. thoroughly cleansed and colour-washed, in flats or whole.

> CHAN SHAU Ü, A. STEVENSON, Agent for Lessee, C/o THE PHARMACY,

房藥大法中 No. 56, Queen's Road Central Hongkong, 6th August, 1904.

TO LET.

SEYMOUR TERRACE, 4-room House and side verandahs. \$100 and Taxes. Apply to-

"CHEAP,"

C/o' this Paper. [908 Hongkong, 4th August, 1904.

TO LET.

NIO. I, STEWART TERRACE, THE PEAK

Apply to-

THE HONGKONG LAND INVEST-"IMPORT - I MENTING ON T.D. Hongkong, 26th March, 1904.

TO LET.

ODOWN No. 6, NEW PRAYA, KENNEDY Apply to-

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD.

Hongkong, 28th July, 1904.

TO LET.

Polo Ground.

NO. I. RIPON TERRACE in FLATS. No. 4, RIPON TERRACE. No. 19, WONG NEI CHONG ROAD, facing Race Course. FLATS in MORETON TERRACE, facing

NAUGHT ROAD (near BLAKE PIER). GODOWNS: PRAVA EAST. -No-I. CLIFTON-GARDENS .___ OFFICES in Nos. 10 and 16, DES VŒUX ROAD CENTRAL

OFFICES in course of erection, CON-

THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 27th July, 1904.

THE NEW FRENCH REMEDY TRADE'

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Johert, Velpean and others, combines all the desiderate to be sought in a medicine of the kind, and surpasses everything bitherto short time, often a few days only, removes all discharges from the uninery organs, affortually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacions affording prompt relief where other well-tried rem dies have been powerless. THERAPION NO. 2 for im-

the blond, scurvy, pumpler, spots, blotches, pains and swels lings of the joints, secondary symptoms, goat, rhenmatism, and all diseases a for which it has been too much a fashion to employ mercury, sarcipicalla, and the destruction of sufferers teeth and runs of health. This preparation purifies the whole system through the blood, and thoroughly eliminates overy possenous matter from the body.

Leading the source of sources and all the distressing consequences of only error, excess, residence in hot, unficalthy of mater, i.e. It possesses surprising power in restoring strength and vigor to the debilitated.

All exchants throughout the world, the the debilitated.

All exchants throughout the world, the to in England 1/9 to 1/2 in ordering, state which of the three numbers is re-1/6/18 in ordering, state which of the three numbers is re-Commissioners and mithent which it is a forgory.

Covernment british and polycrop flows find Mark, which is a factual and of serve flows from the Mark, which is a feel ground forcement british in which letters on a red ground affect to every parkage by order of the Majorty's Home forces of the Majorty's Home.

1,150/1,200 1,220/1,280 Sold by A. 8, WATSON & Co., Limited. Hongkong, China and Manils,

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from J. B. SCATT. Esq., to Sell by PUBLIC AUCTION,

SATURDAY, the 13th August, 1904, at 2.30 P.M., within his

residence, No. 4, Ormsby Villas, Kowloon, SUNDRY HOUSEHOLD FURNITURE,

Comprising: DOUBLE IRON BEDSTEADS with WIRE stand HAIR MATTRESSES, MARBLE-TOP WASHSTANDS, TEAK-WOOD WARDROBES with GLASS, TEAK-WOOD EXTENSION DINING TABLE, VIENNA CHAIRS, PICTURES, &c., &c.;

One COTTAGE PIANO by Collard and Collard, London (in good order and condition); A Quantity of PALMS in POTS.

Catalogues will be issued. TERMS :-- As usual. HUGHES & HOUGH,

Auctioneers. Hongkong, 9th August, 1904.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. Dick, KERR & Co., Ltd., Contractors for the Electric Tramway Co.,

to Sell by PUBLIC AUCTION,

TUESDAY, the 16th August, 1904, at 11 A.M., at their Matshed at Causeway Bay, SUNDRY TOOLS

IMPLEMENTS, belonging to the above Firm. Particulars from Catalogue.

TERMS ;-As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 9th August, 1904

PUBLIC AUCTION.

THE Undersigned have received instructions to Sall by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

WEDNESDAY, the 24th August, 1904, at 3 P.M., Sales Rooms, No. 8, Des Vœux Road,

THE British Screw Steamer "HOICHING," Built in London in 1879, Length over all 175 feet, Breadth 26t feet, Depth 14 feet, Gross Tonnage 500, H. P. nominal 200, Cylinder 28 in, by 48 in., Stroke 22 in., Revolution of Engines per minute 80, Working Pressure 60 lbs.,

(Corner of Ice House Street),

3 Donkey Engines and One Winch. She has a Government Licence to carry 400 Passengers,

TERMS :- As usual. For Further Particulars, apply to-HUGHES & HOUGH, Auctioneers.

Hongkong, 4th August, 1904.

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co., General Agents, Hongkong.

Johannisberger 1897

Zeltingerburg 1900......

HOCKS AND MOSELLES. Per Case. Per Case. I doz. qts. 2 doz. pts. \$19.00 \$17.00 Rudesheimer 1900 Uerziger 1900 18.00 20.00 Rudesheimer Engerweg?

22,00

24.00

CLARETS.

Per Case. I doz. qts. 1870 St. George 54.00 Cru Wynbron Côtes Montferrand Medoc St. Emilion..... St. Estephe..... St. Julien, 7.50

> SPANISH CLARET, Bottled by La Compania Vinicola del Norte de España, Blibao,

Per Case, I doz. qts.

"KABUTO" BRAND.

8 doz. pts. \$12.00

" PRACOCK " BRAND.

Per Case 4 doz. pts. Hongkong, Sth 4-sus!, 1904.

Intimation.

THE HONGKONG TELEGRAPH.

I, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS,-Telegraph, Hongkong.

HE leading English Newspaper in China Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail The daily is recommended as more generally suitable, except for subscribers in Europe or America.

. A special feature is made of full and accur ate reports of local occurrences, and of mat ters of general interest.

ADVERTISING DEPARTMENT.

The Hangkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far

Special attention given to effectively display ing advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(par inch.)

One week.....\$ 2.85

One month 7.20 Six . 73.00 Twelve ... No charge less than one dollar. Discount allowed on-3 Months Contracts..... 5 per cent.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages \$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARD

CIRCULARS

FXPRESSES

All job printing is done under European supervision, well turned out, free from errors, feathers. and remarkably cheap at

THE HUNGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH Co., Lr. Louse Road,

Hongkong.

All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ico House Road, and should be accompanied by the Writer's Name and

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for mny rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE). DALLY-\$30 per annum.

WERKLY-\$19 per annum. The rates per quarter and per measem, proportional.; The daily issue is delivered free when the address is. accorable to messenger! On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter. Single Copies Daily, ten cents; Weekly, twenty

Cecil A. V. BOWRA, daughter. DEATHS.

July 5, at Hyde-park, W., A. FRASER, former ly H.B.M.'s Consul in Java, aged 87. June 29, at Charlestown, Cornwall HERBERT SMITH, formerly of Shanghai, aged 63.

the Mangkong Welegraph

HONGKONG, WEDNESDAY, AUGUST 10, 1904.

THE WAR.

The centre of interest in the war is continually moving, and during the past few days attention has been diverted from the operations of the main Japanese and Russian armies to Port Arthur, where severe fighting has been carried on for several weeks. Whether it be true, as it is persistently stated in St. Petersburg, that a few days ago the Japanese were repulsed with great loss, the number of killed alone being estimated at ten for every Russian slain, it is impossible, as yet, to say; but if the report is correctand there is every probability of its being so--it would seem that the Japanese have | \$17. been adopting their favourite tactics yet once more by turning the flank of the Russian position. It is known that the two armies are at very close quarters, as a month ago there was only a mile of ground separating evening (weather permitting):-the Japanese from the lines of the Russian defending forces under General Stoessel Every foot of the intervening ground, will he stubbornly contested and the Japanese have still a heavy task before them. Moreover, Admiral Togo has concentrated the full strength of his available warships with a view to the attack from the sea. The position must be desperate indeed.

THE EXPEDITION TO THIBET.

Mission has reached Lhassa, to note that only one Englishman-Manning, in 1811has succeeded in penetrating into the city- closets and 3 urinals at No. 2, Pedder Street his presence. He made a post mortem exam-According to a writer in Buddhism, it is noticeable that all the other Europeans who achieved the perilous feat of exploiting it were Roman Catholic missionaries; and the first European to set foot in .Lhassa was a Roman Catholic friar named Odoric, who pocket, and in which the grant carrying a purse compassed this same in other devoted members of the same faith who emulated his example and shared his success were the Jesuit fathers, Albert Dorville and Johan Gruber, in 1661; the Capuchine fathers, Josepho de Asculi and Francisco Marie de Toun, in 1706; the Jesuit Desideri in 1716; the Capuchine mission under Horacio de la Penna, in 1741 and lastly, the Lazarist missionaries, Hucand Gabet, in 1845. Among the notable explorers who failed to penetrate the precincts of the "Forbidden City," despite arduous enterprise and colossal effort, may be mentioned Prejivalsky, Rockhill, Bonvalot, Bower, Miss Taylor, &c. The first British mission was despatched by Warren Hastings, in 1774. The envoy, Mr. George Bolge, was not permitted to penetrate into Lhassa for the all-sufficient reason that the Lamas believed he had been sent to spy out the weakness of the land, with a view to its future subjugation by the English. Bogle appears to have been the only European who achieved the privilege of intimacy with one of the Grand Lamas. Manning, besides being the only Englishman who has ever entered Lhassa, holds the distinction of being the only Englishman who has ever seen a Grand Lama. He saw the ninth Grand Lama, then aged but six years. The twelfth Grand Lama was seen in 1866 by one of the secret emissaries of the Government of India. He describes him as a fair and handsome boy of thirteen, who, during the audience, was seated on a six-foot throne, attended by officials of high rank, who fanned him with swatchs of peacock's

LOCAL AND GENERAL.

A BLANK plague return was issued at noon to-day.

THE body of a Chinaman was taken from the water at the Naval Yard Extension Works this morning.

PAGE 3 contains a very lucid paper, written by Prof. J. W. Jenks, on the monetary reform in China.

SEVERAL applications for exemptions from the requirements of various sections of the Public Health and Buildings Ordinance, 1903, will be protest. dealt with at a meeting of the Sanitary Board to-morrow afternoon,

CARS were run over the full-length of the electric tramway lines this morning, and immediately the Director of Public Works passes the line as fit for traffic the service be ween Kennedy Town and Shaukiwan will be started,

SHORTLY after noon to-day the Kowloo : Ferry. boat, the Morning Stir, rescued a gentleman from the harbour, the boat, a tiny craft, in which he was sailing having capsized in a squall. He was none the worse for the im-

AT the Police Court this morning, before Mr. empanelled. H. H. J. Gomper z, three Chinese launch owners were summoned for unnecessarily blowing their steam whistles to the public annovance. Two of them were fined \$15 each, July 1, at Knockholt, Sevenoaks, wife of and the third was ordered to pay \$10.

> The death occurred yesterday morning at the Civil Hospital of Mr. John Logan, who for many years was chief engineer of the: llongkong, Canton and Macao s.s. Fatshan, an i was well-known and respected in the Colony. The deceased, who was a native of Caithnesshire, had been ailing for a long time. He was interred this morning at the Happy Valley,

present in the han is of the Dock Co. by whom There was no fighting between deceased the second batch of emigrants from Hongkong.

PETER Chauson, a Dane, seaman on board the s.s. James Brand, was placed before Mr. Compertz this morning on the charges of being drunk and disorderly in Des Youx Road, assaulting constable Culliford, and damaging his uniform to the extent of \$3.50. The man admitted that he was so drunk that he knew nothing about the matter, and only wanted "to see the skipper." On all counts he was fined

By kind permission of Lieut. Col. Irentonger and Officers, the Band of the 93rd Burma Infantry will play the following programme a the Kowloon Hotel, during dinner, to-morrow

Selection " The Yeomen of the Guard "... Sullivan Lancers " Stars and Stripes Karoly Klay Valtz 'Garden Party "............Margis Two Step., ... Hiawatha "...... "..... Moret

AT a meeting of the Sanitary Board to-morrow afternoon correspondence will be considered regarding a case of typhoid fever at No. 9, Wong-nei-chung, and a report by Dr. Hunter on the bacteriological examination of three samples of water from a well on the premises; relative to the advisability of setting apart some It is interesting now that the British baths for the use of the better-classes and charging a small fee therefor; and re the application for permission to erect 6 water

> MRS. Hatsu, a young married woman from Japan, was walking down Queen's Road Central, when she felt a tug at her hanging sleeve which is used for the purposes of a saw the man trying to make off with her purse in his hand. She raised a cry and the pickpocket was arrested. He had nothing to say when placed before Mr. Gompertz, and was sentenced to six months' hard labour, six hours in the stocks, and six strokes with the birch-rod.

EARLY this morning Sergt. Appleton, while after him. Finding he could not get up with or dirt on any of the wounds, his quarry Sergeant Appleton flung a heavy that the lock on the outer door had been picked. When taken to the Station and searched a coil of wire was found on the man, such as is commonly used for picking locks. He was placed before Mr. Kemp this morning, and as he had no satisfactory account to give of him. self, he was sent to three months' hard labour. and three hours in the stocks.

H.E. THE GOVERNUR'S CHILDREN'S PARTY.

Excellency the Governor's children's party Wednesday, the 17th.

CLAIM AGAINST A LOCAL BANK.

In the Nisi Prius Court this morning, Mr. T. Sercombe Smith officiating, Tung Hip Loong sought to recover from the Po Hang, Bank (coupled with the name of one Chung Po Chee) the sum of \$300, money alleged to have been entrusted to the Bank and not remitted.

Mr. J. Hastings appeared for the plaintiff and Mr. H. W. Looker (Messrs. Deacon, Looker and Deacon) defended, on behalf of the second defendant.

service in so far as his client was concerned was bad. Writs could not be served on the Bank and upon his client as one of the partners at the same time. Furthermore, his client was not a partner and he appeared there under

The further hearing of the case was adjourned until Friday.

THE LATE MR. F. SHUSTER.

INQUIRY AT THE MAGISTRACY THIS AFTERNOON.

An inquiry was held at the Magistracy, this afternoon, into the circumstances attending the heavily when the police took him aways He death of Mr. Fritz Edward Shuster, aged 32 years, an engineer lately employed at the Taikoo Sugar Werks, at Quarry Bay, which occurred on the ard instant.

Messrs. Harry Monta, ue Webb (foreman), James Spencer Duff, and George Banker were

the jury to disabuse their minds of anything they might have read or heard concerning the case, and to base their finding upon the evidence only.

was the first witness, and said that she last saw her husband alive on Tuesday, the and instant, at half past nine at night. They left the Metrogo home. After about ten minutes the tram stopped. Her husband was quarrelling with sailors so she left the car and sought a ricksha. She asked him to come with her, but he refused, so she went back to the Metropole and waited about twenty minutes for him. As he THE 5.5. Tweeddule which took the first ba'ch | did not put in an appearance she went to her of coolies to South Africa is now proceeding mother's house at the Race-course. She never north to take another ship-load aboard, while saw her husband again alive. She did not the s.s. Lothian has been chartered and is hi know why he refused to leave the car with her. she is being fitted up prior to her starting for the sailors. Her husband was quiet and South Africa. In all probability she will take only had two glasses of beer at the Metropole Hotel. About four o'clock in the afternoon he had one glass of whisky and soda. She was with him the whole of ernoon and to her knowledge this was all he had to drink.

the Tramway Co., said that on the day in quesion he saw the deceased and the last witness in the tram. He saw Mrs. Shuster leave the car, and the deceased remained. At Causeway Bay, near the Temple, the tram stopped for a short time and then proceeded on to Hongkong. The deceased left the tram near Jardine's. Deceased was talking to three seamen, but he could not say whether their conversation was amicable or not. He saw the deceased leave the tram, but d d not see him fall, or stumble. The train was not in motion at the lime.

By the Coroner: The tram did not go to Quarry Bay, but ran from Arsenal Street to the Metropole. In the forenoon a notice was posted in the car stating that Quarry Bay was the terminus; but it was pulled down in the evening. The placard, however, was up when Mr. and Mrs. Shuster first entered the tram. There was no station where Mr. Shuster got off; but the trolley arm came off the overhead wire and had to be replaced. That was why the tram stopped. Nobody else got off with him. They had been stationary for about a quarter

Dr. William Hunter, Medical Officer at the Public Mostuary was sworn, and spoke to receiving the dead body of the deceased on the night in question at the hands of a police constable. I he latter indentified the deceased in ination of the corpse and found a number of bruises over the right face. The right eye was very much swollen. There was no other external injury. The temple bone was fractured and there was also hamorrhage which pressed -pon the brain. Death was and to conclure of the skull and subsequent compression of the

2 By the Coroner: Such injury might have been caused by a blow from a heavy weapon or by leaving a car while in motion and falling. The deceased was a heavy man. Had he fallen over a kerb on to a concrete footway, a d stance of 21 feet, he did not think it would be sufficient to cause the injuries he had sustained.

passing along Station Street, saw a Chinaman | the road at the point where deceased was said looking stealthily out of No. 74, a carpenter's | to have fatten, witness said it was possible for a shop. Seeing the sergeant approaching the man to receive such injuries as he found and man bolted down the road, and made a straight | succumb thereto. Such injuries, however, would run for about six hundred yards, the sergeant not necessarily prove fatal. He found no mud

Pedro Oliviera Mattos, an inspector in the stick at him, and this, striking him on the Tramway Co., deposed to being on a car enterneck, brought him down. He was then arrested ing the depot when the deceased got into and taken back to the house, where the the car. This was about a quarter past inmates said they did not know-the-min-and-ten. He told him that the car had finishhe had no business there. It was then found ed for the night. They were fixing up a wire at the time. After a few minutes the car began to move and deceased got up and went out. A few seconds later he discovered the deceased lying in the footway outside a house. He was lying face downwards. Witness called another inspector to help him to get the deceased on his feet, but he was too heavy for them to lift. Mr. Malden also came to help them, and they sent for the police. A European sergeant came up and took charge of the case, and witness returned to his work. When he saw deceased lying on the ground he was alone. He was quite alone In consequence of the bad weather His when he came in and left the car. Witness did not think the deceased was the worse for has been postponed from to-morrow till liquor. He told the sergeast of police that perhaps the man was drunk, but he could not have been very drunk. When decen ed got off, the car was not moving. He told the sergeant that perhaps deceased was drunk on account of him falling down. The fall had nothing to do with the tram. He found him lying down about thirty feet away from the tram. H could not say whether deceased slipped or fell on the footboard of the car, He heard the deceased fall about half a minute or less after

he left the car. George Fletcher Malden, Chief Assistant in the employ of the Tram Co. gave evidence and spoke to seeing the deceased in the tram at the shed. He afterwards heard that the man had Mr. Looker at the outset complained that the fallen and hurt himself. He rendered what assistance he could and afterwards the police been raining heavily and deceased who was bleeding was lying in the wet face downwards. By the Coroner: A man getting out of the tram at the point in question, and not being

able to see very well was more likely to fall

than not.

By the Jury :- He did not speak to the deceased while he was sitting in the train; but he did not present the appearance of a drupken man. There was a pool of blood on the pavement where he was lying before he was moved into shelter. Deceased was breathing did not speak and appeared to be unconscious. He did not call the attention of the police to the blood upon the pavement; neither did he

hear anyone else do so. Albert Frank Smith, also an Inspector in the Tram Co. corroborated the evidence of Inspector Mattos. Deceased was unconscious for The Coroner (Mr. H. H. J. Gompertz) charged: about two minutes after he fell and then commenced groaning. Witness knew deceased and told him when he came in the car that they were not going to Quarry Bay. Deceased said "Never mind." Witness thought Shuster had Mrs I man. Shuster, widow of the deceased, been drinking.

Sergeant Lee deposed to being on duty at No. 2 Police Station when the Tram Inspector Mattos' reported to him that a man pole notel together and got into the tram to was lying dead drink on Praya East. He accompanied Mattos, who told him that deceased had fallen from the roadway on to the pavement. He found the deceased lying in an unconscious state.... Witness described the man's wounds, and added that the knee of his trousers showed a cut, apparently the result of a fall. Assisted by two Indian Police Constables he put deceased in a ricksha and took him to the Police Station and washed the wound on his head. He smelt strongly of liquor and was breathing heavily. Witness put him in a cell. About three o'clock of the following morning he visited the deceased when he appeared to be all right. At 8.15 a.m. he went to the cell again with the intention of letting him out when he found the deceased in a very hot and Las King San, a conductor, in the employ of feverish state and breathing irregularly. He reported the matter to the Inspector and the deceased was removed to the Hospital. Deceased had in his possession a watch and chain and a considerable sum of money...

> By the Coroner: Witness believed Shuster to be drunk and incapable. He did not intend to charge him. It was customary to allow men who were able to leave the next morning to go if they had only been confined for simple drunkenness. Deceased was lying on the wooden floor of the cell with a couple of blankets under him and a folded blanket for a pillow. Witness had no idea that de-

ceased was seriously hurt. Had he suspected it, he would have sent him to the Hospital at once. He had often seen men brought in for the safe anchorage of Causeway Bay, though being drunk and incapable, cut and bleeding many of the sampans had some exciting about the head. When Europeans were lock- experiences before reaching the security of that ed up it was customary to visit them at intervals during the night.

side of the face and a discoloured eye, no other wounds were visible. On each occasion when witness visited him he appeared unconscious but once he moved his arms, and groaned. He never spoke.

The Foreman: Do you think that a man remaining unconscious for so long ought to have been put in a cell?

Witness:-The wounds appeared to me to be so slight. Had there been a European on duty would have left him in the charge room But in this case as there was only a lukong on duty I put him in the cell, for fear that he might wake up and give trouble to the lukong.

ventuated. Had he thought it was a case for the Hospital there would have been no trouble in having him admitted at once.

P.C. Harding spoke to: assisting the last witness to convey the deceased to the Civil Hospital on the morning, of the 3rd inst. He could not say whether he was alive or dead when they left the Police ! tation. At the Hospital, however, one of the medical men exa-In reply to Inspector Gauld, who described mined deceased and told witness to take him to the Mortuary.

A Chinese constable also gave evidence. He was on duty on the night of the 2nd and morning of the 3rd inst. when the deceased matsheds along the Praya, and the breaking of was brought in. He was breathing very heavily and appeared to witness to be intoxicated; otherwise he did not notice anything unusual. Deceased was sleeping.

Lir. Hunter was, recalled and in reply to the Corner, said that when the Sergeant saw the deceased and found him unconscious and breathing heavily that alone was sufficient to indicate a serious injury to the brain. Any medical man would have sent the deceased directly to the Hospital. Supposing the deceased had been sent to the Hospital at once, an operation would very probably have been performed at once, and might have saved his life. It was not certain that such an operation would have been successful, but there was a good chance of it so being.

By the jury :- The serious condition of the deceased would not be apparent to the ordinary man, but very obvious to a qualified man As the result of his autops , he should think that it was very probable that the deceased had lately been under the influence of alcohol.

The jury expressed a desire to see the spot whe e the deceased fell over the kerb. Sergeant Lee was recalled and said that life

was not extinct when the deceased was put

into the ambulance and sent to the Hospita'. The inquiry wasthen adjourned until 2,15 p m on Monday next in order to allow the jury to inspect the locale.

THE PARSEE FORGERY CASE.

After several remands this case in which Mr. Shapurji Cowasji Sauza, a barrister at-law, of Bombay, was charged with forgery in that Presidency, was again called on this atternoon betook the body to the police station. It had fore Mr. Kemp, when Mr. Harston addressed the Court for the defence, reviewing the facts as already reported in these columns. The address continued until the rising of the Court. when the case was again remanded....

Mr. F. B. L. Bowley, Crown solicitar, sp peared for the prosecution,

THE TYPHOON

PASSES NEAR HONGKONG.

Hongkong has again had a narrow escape.

from a visit from the devastating typhoon, and

though it has passed pretty close to our shores no damage of any particular importance has so far been recorded. On Monday the reports from the Observatory showed that the barometer had fallen throughout China and in the southwest of Japan, but had risen slightly in northwest of Japan, while it remained stationary in the Philippines, and it was known that a typhoon had entered the China Sea, moving in a north-westerly direction. At 11.35 a.m. on that day the red signal drum was hoist d, indicating that there was a typhoon to the castward of the Colony, the centre of which was believed to be 300 miles away from here. At 4.54 p.m. on the same day a red cone, point downwards, replaced the red drum, indicated a typhoon to the southward of the Colony. On Tuesday at 11.40 a.m. it was reported that the barometer had risen all over Japan and fallen over south China and the Philippines, and the red cone remained hoisted. The typhoon was then south of Hongkong, moving W.N.W. and threatening the neighbourhood. of Holhow Straits, the weather becoming very. squally during the day, and increasingly so towards night. At 12.33 p.m. the black cone was ordered to be hoisted, signifying that the centre of the typhoon was 'ess than 300 miles away from this Colony, still moving W.N.W. During the whole of the day the weather was very squally, with heavy showers of rain, at intervals throughout, culminating in its intensity during the night, when rain fell in torrents. At 11.9 a.m. to-day the black cone and ball were hoisted, signifying that the typhoon centre had now travelled to the westward of this Colony, but was still less than 300 miles. away. At 11.20 it was reported that the barometer had risen all over Japan and in China, excepting the south coast, and at noon the typhoon was south-west of Hongkong, still moving in a W.N.W. direction, which will probably cause it to strike the coast to the north of Hoihow, and we may look for a continuance of the prevailing squally weather. Locally there has been no serious damage and no loss of life reported so far, though in consequence of the bad weather prevailing work in the harbour was considerably interfered with. Early in the day nearly all the sampans, and a large number of smaller launches and lighters sought shelter from possible developments in harbour, and while no lives were lost, many a sampan man and woman is to day bemoaning By the Jury: Beyond a cut on the right | the loss of their lares et penales, which now repose on the sandy bottom of the harbour, as the result of the swamping and capsizing of their boats in their helter skelter race for shelter. The French mail steamer Oceanien, which was due to have sailed yesterday, was unable to get away until this afternoon. The same may be said of the P.M.S. Tartar, though she was only due to sail this morning for Vancouver. Steamers arriving from Canton report very squally weather, so much so that, several of them returned and anchored at Chuen Pi in the Canton River, arriving here in consequence several hours late. The s.s. Hankow twice essayed to continue the passage from Canton to Hongkong, but twice had to return to her sheltering anchorage leaving finally at daylight this morning and arriving at 10.30 a.m. instead Witness continuing, said the cell was well of midnight. The Falskan, which was due to sail at 8 a.m. on her return voyage, only got in at 7 a.m. instead of 4.30 p.m. yesterday. She however left again to schedule time waiting only to discharge her passengers, the weather having prevented her shipping much cargo. They reported heavy seas, and strong k. to SE. winds all the way to Hongkong with incessant heavy rain all night. The harbour is exceptionally empty of shipping, and to-day presents a most deserted appearance. The Kowloon Star Ferry keeps up its service, and will continue to do so as long as the boats are able to approach the wharves on either side, with any degree of safety; nor is the Peak tramway service in any way interrupted No reports of any particular damage ashore have been made, beyond the blowing down of a few a number of branches from the trees on the higher and more exposed levels. In the Public Garden, a considerable amount of havor was wrought among the flowering shrubs and plants which adorn that pleasant resort. One curious and somewhat ludicrous accident is reported from Stonecutter's Island from which it appears that a sampan, in the act of being safely beached there, suddenly was caught by a wave, carried up the beach and capsued, burying underneath her only occupants—a woman and a young child, who were unable to get out of their strange prison until the police patrol, hearing their cries, and being unable to right the boat cut a hole in her bottom and so rescued the very frightened prisoners, who nevertheless were quite unhart. THE WEATHER,

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observ On the 9th at 0.33 p.m. the black S. Cone

was ordered to be hoisted and on the toth at 11.9 a.m. the black S. Cone and black ball were ordered to be hoisted. On the 10th at 11.20 a.m. The barometer has risen in Japan and in China except upon the

. The typhoon is situated to the Southwest of Hongkong, is still moving in a W.N.W. ditection and will probably strike the coast to the north of Hoihow.

Moderate variable winds will prevail in the Formosa Channel, and decreasing S.E. winds in the northern part of the China Sea. ... Forecast: - Decreasing - E. winds, squally,

SHIPPING AND MAILS.

MAILS DUR.

Australian (Changsha) tith inst. English (Coromandel) 11th inst. American (Korea) 12th inst. Indian (Namsang) 15th inst. Canadian (Empress of India) 15th inst. German (Preuisen) toth inst. American (Gaelic) 18th inst,

The I. C. S. N. Co.'s s.s. Namsang from Calcutta and the Straits left Singapore for this port on 8th inst., at 5 p.m. The P. M. S. S. Co.'s s.s. Korea with mails, &c., left Manila for this port yesterday, at 7 p.m.; she is due to atrive here at a p.m., to-

TELEGRAM.

(Reuters.)

The War. LONDON, 8th August. According to a St. Petersburg telegram,

fierce battle was fought on the land-side of Port. Arthur on the 5th instant, in which the Japanese are reported to have been repulsed with great loss, the number of killed alone being estimated at 10,000. The Russians lost about 1,000.

General Stoessel telegraphs that Japanese attacks on Port Arthur on the 26th to the 28th were repulsed with enormous losses. The Russian losses in three days amounted to 40 officers and 1,500 men.

TRADE REPORT.

BY A COMMERCIAL AGENT.

The Minister for Agriculture New, South Wales has received a report from Mr. J. B. Suttor, Commercial Agent for that State in the East dated at Kobe, from which the following extracts are taken :-

It is the general opinion that Syndicate shippers are a little over-cautious in the matter of treights and war risks. I am decidedly of long as the vessels do not venture on the Sea | powerful fleets, and hope to strengthen them of Japan.

bound to do well, but must pay careful atten- | shall witness in this war." to the quality and soundness of the bags the wheat is conveyed in.

I specially mention the matter of bags, for my attention has been drawn to some very defective bags containing wheat by the Varuata Maru of February last. Some of the bags were simply rotten in places, caused, no doubt through the wheat being stacked in the field before sending to the seaboard. Defects of this nature have a very bad effect in the East, freely spoken of, and hence a bad advertisement for New South Wales. I therefore invite special attention to the soundness of the bags, and request that they be looked to at the time of loading. It is also very advisable to send a fair percentage of spare bags with each consignment.

I am now very hopeful of good results for our tinned meat, but at the onset it is highly important to supply at the lowest possible quotation, in order to get a footing, for the competition for the Japanese market is very keen.

As per my cables a large number of horses are likely to be required, but definite information is certain to be delayed until the question of freights can be reduced to a satisfactory basis. I am advised that large orders have gone forward for compressed fodder, also barley.

I am of opinion that the other States of the Commonwealth are benefiting by my reports from the East.

There is an active demand for good leather as per standards known as prime stirrup and prime skirt, and it is quite possible that 10,000 sides will be required in a month or so.

There is an active demand for good tanning bark, and I feel a good business can be worked up if the New South Wales product can be supplied at a reasonable rate. Messrs. W. H. Gill and Company do a large business in this line, and principally import oak bark from America. I, therefore, advise that the matter be taken up with Messrs, W. H. Gill and Company, or any of the other firms mentioned in my previous despatches. If a bark can be produced of a lighter color than the wattle it should command a ready sale. It appears the wattle back produces a darker leather than the Ameri an oak, and also has a very objectionable smell, which is also conveyed to the leather.

There is still an active demand for all classes of lead, and the demand is likely to continue. Very large quantities are coming in from America, still I am inclined to the belief that the present high prices will continue, and the future of the lead market is worthy of careful consideration

On the 14th instant I cabled you with reference to Siberian and Eastern products. In consequence of the war and difficulty of carrying by railway, there is likely to be a great falling off in all Siberian products This should have a decide I bearing on the London and other markets,

As regards Eastern products, it is generally thought that the outlook is in every way favourable, and excellent returns expected.

As mentioned in my previous reports, I have not neglected the import int matter of cold storage works, and have had repeated interviews, I am glad to state the proposal is now taking definite form, and endeavours are being made to start a company for the erection of cold storage at Kobe and Yokchama. In connection with this matter there must be some settled ar angements arrived at in regard to freights for cold Storage from New South Wales to Japan, and it would be advisable for the E. and A. Company and the China-Navigation Company to carefully consider the ques ion, and advise their local agents accordingly, so as to be prepared with the information when the company is formed: Meat, mutton, and butter are advancing at a rapid rate in Japan. If by any chance the scheme should fall through, strongly urge that the matter should be taken up by the New South Wales people.

I have had long interviews with the Kawasaki Dock Yard Company, and feel it is only a matter of time when large orders will be placed with New South Wales timber merch nts. The Kawasaki Company are very powerful people in Japan, and I have impressed the president and chief engineer with the excellent qualities of New South Wales timbers,

THE WAR.

MINES IN OPEN SEA.

Sir John MacDonnell, one of the highest authorities on international law in Great Britain, when asked by a newspaper correspondent his view on the subject of the alleged sowing of mines in the open seas by the Russians, re-

."I think that with our imperfect knowledge of the facts, it is quite premature to express an opinion as to what has been done by the Russians in the waters adjacent to Port Arthur, am reluctant to believe they resorted to the expedient, wasteful and altogether uncertain in its effects of sowing or reattering mines in waters outside their territorial zone. Every belligerent is free, I take it, to destroy his opponent's vessels in territorial waters or the high seas by all the customary means, including the use of mines. If in an attempt to sink the enemy's ships he accidentally destroys neutral property, it would be unanswerable to claim? damages done on the high seas.

Let me add one remark suggested by much that has already happened in this war. In regard to maritime warfare neutrals are no longer united, as they once were, in arresting the encroachments of belligerents. When only one or two nations had, or aspired to have, great opinion that the chances of shipping from New pavies, other countries were agreed on a course South Wales falling into the hands of the of action or, at all events, were jealous of any enemy are very remote. New South Wales | diminution of neutrals' rights on the high seas, shippers need not have any cause for alarm, so Now, all is changed. Several nations possess If they look forward to the possibility of bein, It is quite apparent that satisfactory results strong, I not supreme, on the sea, they he sitate are now being experienced as a result of my to condemn acts which, on their part, they visit to Japan, and I rae orders sent for New | would have severely reprobated, because, they South Wates products. Already large quanti- say, 'Who knows how soon it may be in our ties of wheat have arrived, and more likely to interests as belligerents to do the very acts be ordered. New South Wales wheat is highly from which as neutrals to-day we suffer.' I bespoken of, and with favourable season we are lieve this will prove the key to much that we

SERIOUS CUTTING AFFRAY.

A delay in shaving has caused serious trouble to Han Woo. On the 5th inst., he entered the barber shop of Shum Shing to have his head shaved. He wanted that operation to take place at once, but Shum Ki, another customer, was before him, and as the latter would not give up his turn a quarrel ensued, during which, it is alleged, Han Woo, seized a chi pper and cut Shum. Ki on the left hand, nearly severing his first two fingers. The matter was immediately reported to Inspector Smith, who had Shum Ki removed to hoseital and Han Woo placed under arrest At the hospital it was found necessary to amputate the fingers, which was done. This morning Han Woo was placed before Mr. Gompettz when evidence was given substantiating the charge preferred against him of cutting and causing grievous bodily harm to Shum Ki, defendant having nothing to say in his defence.-Dr. Laing, of the Government Civil Hospital, stated that the complainant was ad mitted to the hospital at 3,10 p.m. on the 5th inst., suffering with injury to his left hand, The lendons of the first and second fingers were cut, as well as the joints, the bone of the second finger being cut through. The injury was so severe that witness had to amputate both fingers. The chopper would cause just such injuries. The complainant is still under treatment in hospital and will be so for another ten days. The prisoner was formally committed to take his trial at the next criminal

ON THE LINKS.

Cards returned at the monthly meeting held at Happy Valley from the 6th to the 8th instant were as follows :---

CAPTAIN'S CLUB.

Mr. T. F. Cobbs	95-18=77
, T. C. Gray	90-12=78
" C. M. G. Burnie,	82- 2=80
Major Pritchard	101-18=83
29 Entries,	
POOL.	•
Mr. T. C. Gray	9012=78
"C. M. G. Burnie	82- 2=80

SHIPRUILDING RETURNS.

Major Pritchard...... 101-12=83

30 entries.

From the returns compiled by Lloyd's Register of Shipping, it appears that, excluding warships, there were 392 vessels of 993 088 tons gross under construction in he United King-

total reached in september, 1921, which is the highest on record, the present figures show a reduction of 420,000 tons, or about 30 per cent. Of the vessels under construction in the United Kingdom at the end of June, 313 of .750,982 tons are under the supervision of the surveyors of Lloyd's Register with a view to classification by the Society. In add tion, 59 vessels of 150,862 tons are building abroad with a view to classification. The total building at Lloyd's Register is, thus, 372 yessels of 901,844

tons. Details of this total are as follows:-

No. Gross Tonnage. Building in United Kingdom for home account, for sale, &c.... ... 268 628,743 Building in United King-

dom for foreign and colonial account... ... Building abroad for United Kingdom owners ... Building abroad for United

Kingdom for foreign . account... 143,5 Total building on 30th June for classification in

Lloyd's Register Book 372

WAR.

PREDECESSORS OF THE VLADIVOSTOK SQUADRON.

COMMERCE DESTROYING IN

THE "SUMTER" AND "ALABAMA."

The exploits of the Vladivostok Squadron have earned for the three vessels composing it-the Rossia, Rurik, and Gromovoi-areputation as commerce destroyers which by future historians will entitle them to rank with the notorious Confederate cruiser Alabama, which during the American Civil War so effectively served her side by preying on helpless merchant vessels. The Vladivostok Squadron's' record is already such a long one that if the warships are allowed to continue their work of destruction, it is no exaggeration to say that the merchant marine of Japan will be in jeopardy. The squadron's first successful effort in the destruction of Japanese craft was made in February, a few days after the commencement of the war, when a small Japanese steamer, the Nagoura-maru, was sunk. The squadron did not make another raid for some months, until the beginning of May, when it signalised its reappearance by sinking the transport Kinshiu-maru. Its next exploit" was in June, when the small steamer Goyomaru was sunk at Gensan, and a few days later TO THE SURPRISE OF THE WORLD,

the war-ships descended as far south as the Korean Straits, sinking the large transports 'Hitachi-maru and Ideumi-maru, and seriously damaging the Sado-maru. The same cruise was marked by the capture of a British steamer and the sinking of two Japanese sailing vessels, while later a small merchant steamer was sunk off the Hokkaido. Retiring to Vladivostok, the squadron "lay low" and coaled preparatory to | an extended cruise, which began a few days ago. The first steamer sunk was a small Japanese coasting steamer, the Tukashimamaru. Then it was learned that the British steamer Knight Commander has been sunk and the German steamer Arabia captured. The squadron has thus destroyed or inflicted damage upon some ten vessels, more or less large, with a loss of between one and two thousand valuable lives and a large quantity of cargo, mostly material for the Japanese forces.

With the exception of the loss of life, the record rivals that of the Alabama, a vessel whose COMMERCE DESTROYING EXPLOITS

ultimately cost the British Government over £3,000,000, and it may therefore be interesting to recall the career of that famous vessel, and

of its predecessor, the Sumter. When the Civil War broke out the Confederate States found themselves without a navy, unlike the North, which promptly instituted an effective blockade of the whole of the Southern ports. The Confederates determined upon fitting out small and swift vessels, each armed with a few heavy guns, whose work would be to cruise against the merchant marine of the Northern States. The South lacked nothing in able naval officers, as the majority of the senior officers of the U.S. navy were Southern men, and in sympathy with the Southern cause. In 1861, before the breach between the two parties was beyond healing, and when hopes of a peaceable settlement had not been extinguished, Captain Raphael Semmes, whose name is notorious in connection with the Alabama, was commissioned by the Southern leaders to purchase ships and stores for the South. Semmes found it very difficult to purchase ships, as none were to be had, and it was not until several months after the commencement of the war that the Confederates were able to send their first armed cruiser to sea. This was the Sumter, previously a small trading steamer, and which did considerable damage to Northern commerce before it was condemned as unseaworthy. "Captain Semmes," says one authority, "who was appointed her commander, was singularly qualified for the work expected of him. He was a native of Maryland, about fifty-one years of age; he had been a commander in the United States navy, and now held the same rank in the service of the Southern States. Besides possessing high professional abilities and attainments, he was a man of acute intellect and of decided character; and he was quantity of specie were all he took by this thoroughly instructed in the

PRINCIPLES AND DETAILS OF INTERNATIONAL

and etiquette. He seems to have united with | Ariel were too numerous to be taken on board the good qualities of a naval officer the quali- the Alabama; and as Captain Semmes found fications of an able lawyer, diplomatist, and fever raging at Kingston in Jamaica, at which publicist. He could be trusted to secure for a port he intended to have landed them, he was war vessel of the Confederacy, however small, unable to destroy the vessel, and had to every advantage to which she was entitled from | set ther free, after taking a bind for a dom at the close of the quarter ended 30th neutral Powers, and of the other beligerent large sum to be paid on the 11th January, alike, nothing which was not strictly their due; to 1863, an encounter occurred between the The tonnage under construction is now about carry out without flinching, unmoved by taun's Alabama and a United States vessel, 4,500 tons more than it was at the end of and abuse, the work of destruction which was which still further augmented the reputation of March, 1904. Compared, however, with the expected at his bands. I is career in the the former. Cruising Galveston in Texas, the Sumter is a record of triumphs won over Alabama gave battle to the United States gunneutral Governors and Ministers, who were boat Hatterus, an old vessel, somewhat her disinclined to admit the little Sumter to the position of a belligerent war-vessel; of clever broadsides. The destruction of the Hatt rus avoidance of the enemy's craisers, of which and the capture of the Ariel were the several were always on his track; and of the destruction of valuable ships and cargoes be- in the career of the Alabama until her closing longing to the citizens of the United States The Sumter and her captain were soon known throughout the world. The enemy called the pre ent time under the supervision of Captain Semmes a pirate, and could they have caught him would probably have treated him | there was convincing evidence of the neutral as a pirate. But he appears to have do e ownership of the cargo, which did not often nothing but what it was his right as a belliger- happen, liberated upon bond. She captured in ent to do; at any rate, he was scrupulous not all 65 vessels, and the value of the property to exceed the precedents of international law. she destroyed has been estimated at 4,000,000 It was upon his system of burning his dollars. It was, however, by the heavy insuraptures, not upon the captures themselves, ance for war-risks to which she subjected that the people of the Northern States them, and still more by the difficulty she founded their charge of piracy; but no Con- caused them in getting freights, that the sederate port was open to him for the dis- Alabama's career inflicted the greatest inposal of his prizes; and his treatment of them, | jury upon the shipowners of the United though it greatly

SHOCKED AN AGE began on the 30th June, 1861, with her escape I of Cherbourg to refit and supply herself with

from New Orleans, then strictly blockaded, stores. She had been nearly two years at sea was over before the end of the year; but she and had got into bad condition; her speed and had captured 18 yessels, had spread alarm through the Northern seaports, and had put shipowners and merchants to heavy charges given by the authorities of the port of Cherfor insurance; and by disinclining merchants | bourg. to ship their goods in Northern vessels, had seriously injured the shipping trade of the Northern States.. Eventually she was laid up at Gibraliar, and declared unfit for further service; had she been seaworthy, it would have been very difficult to carry her out of a port where she was diligently watched by Northern cruisers. 'She had, however, verified the anticipations of the Confederate Government; and in 1862 this Government found a successor for her, much better fitted for the work to be done, and destined to far greater celebrity. This was the Alabama,

S.S. "ALABAMA," ,The Alabama was constructed by Laird Sons of Birkenhead-a screw sloop of 1,040 tons register, built of wood, swift in speed, with two engines of 350 horse-power each, and barque rigged The Alubama was pierced for twelve guns, and had the means for carrying two heavy pivot guns amidships.' She cost £47.500 without equipment, and with he armament £51,716. In June, 18,2; Semmes was appointed to super-ntend her equipment and take command of her when ready for sea The strictest secrecy was observed by the Confederate officials having charge of her in order that the nature and destination of the vesse should not reach the ears of the British Government and also the U.S. representatives in Great Britain. The identity of the vessel was so well concealed that she was nearly ready for sea before she was suspected by the emissaries of the United States. Captain Semmes and the superintendent of the building of "No. 290," a she was known at Birkenhead, had little difficulty in avoiding any infringement the public and municipal law during the construction of the vessel. According to previous practice, it had been held lawfu to build vessels for a belligerent in neutral ports and lawful to purchase guns and stores is neutral ports, though they might be for th equipment of vessels thus built. What ha been held unlawful was the equipment wi gnns and warlike stores of a vessel BUILT FOR A BELLIGERENT

in a neutral jurisdiction. Without going into the details of how the Alabama succeeded in leaving the English port, it is sufficient to say that when orders were given to detain "No. 290"

On the 13th August the Alabama arrived at Terceira, one of the Western Islands. A few days afterwards the vessel was joined by Captain Semmes and his officers, and by a vessel from London carrying guns, stores, and a supply of coal. By the 24th August, the destroyer was ready for sea, and now Captain Semmes produced his commission to the sailors named his vessel the Alabama, and hoisted the Confederate flag. The sailors on board the Alabama and the other vessels were British. all entered for foreign service, but with few exceptions they enlisted under Captain Semmes at a high rate of pay. The crew consisted of eighty men all told, and the armament eight 32-pounders. The first capture of the Alabama was on the 5th September, and in few days she had burned property which ex-'ceeded her own cost. Indignation was rife throughout the Northern States, and soon "the pirate Semmes" had several fast-sailing cruiser searching for him.

HER SKIPPER.

A brief summary of his career is given from papers compiled by Captain Semmes, which we should pay the United States the sum of reproduce as follows:-"Captain Semmes made for the American

coast, which he had determined to make his first cruising ground. He was ambitious of making a few captures within sight of New York; but running short of coal, he was obliged to give up this somewhat daring scheme, and make for a coaling-station. He afterwards lay on the track of the Calif rnia mail steamers and after waiting for some-time, he captured the Ariel mail steamer, with 140 marines, several United States officers, and 500 other passengers on board. A heavy gun and a capture, but it greatly raised the prestige of the Alabama, and increased the alarm of American shipowners. The passengers and crew of the inferior in armament, and suck her after a few

MOST REMARKABLE EVENTS scene arrived. Her history consists of a monotonous succession of captures made in different seas, her prizes being merchant vessels incapable of resistance, which were burned, or, when States. When the pursuit after her became too hot on the American coast, she sailed for which had seen scarcely anything of naval war- the Cape of Good Hope, and cruised in the fare, was warranted by precedents, and was Eastern seas. Returning to Europe, she arprobably, though not unquestionably, within | rived in the English Channel in June; 1864. his right. The cruise of the Sumter, which and on the 11th June entered the French port

sailing qualities were considerably impaired. Permission to make the necessary repairs was

"ALABAMA" SUNK.

"But within a few days, the United States

steamer Kearange commanded by Captain Winslow, a former shipmate of Captain Semmes, arrived at Cherbourg; and she made a demonstration which the officers and crew of the Alabama-writhing under the abuse that had been heaped upon them, and aware that their career had been inglorious-regarded and resented as a challenge. Captain Semmes knew and probably shared their feelings, and determined to gratify them; he sent notice to the United States Consul that he would sai! out and fight the Kearsarge. The two ships were, in appearance, not unequally matched in reality the Kearsargs had considerably the advantage in number of crew, speed, armament, and general condition; besides that she was protected amidships by armour. The fact of her being thus protected, and the extent of her superiority, seem to have been unknown to Captain Semmes. The fight took place on Sunday, the 19th June, outside the port of Cherbourg, all Cherbourg gazing at it from the neighbouring heights. The Kearsas ge having the superiority in sailing, was able to keep at a distance of about 500 yards from the enemy; her armour in a great measure protected her from the enemy's shot; and, as might he expected, her juns were better served than those of the Alabama. Before the fight had lasted an hour, Captain Semmes found his ship was sinking, and orders to pull down his flag. The boats were got out, and the wounded placed in them; but before the Kearsarge could come to the rescue. the Alabama went to the bottom. The boats of the Kearsarge saved many of the crew, Others, including Captain Semmes, were picked up by the English yacht Deerhound, which had been allowed by Captain Winslow to help in rescuing the Alabama's crew. "These the Deerhound immediately carried within neutral jurisdiction. Semmes and the others saved by this vessel were afterwards charged with having broken their faith as prisoners who had asked for quarter from the Kearsarge. As regards the Deerhound, the seamen of the Alubama once upon its deck, were entitled to the protection of Great Britain, and no previous compact could have deprived them of it," The Alabama, so long a

TERROR TO HELPLESS SHIPPING. was at last sunk in fair fight. The destruction she wrought was so great, and in effect so alarming, as to produce a very marked diminution in the number of commercial vessels carrying the flag of the United States. Her career demonstrated how completely belligerents fairly matched might ruin each other at sea. Her end was more honourable than her career, and demonstrated how helpless is the greatest gallantry against superior armament and equipment. Her career of course raised an important question between Great Britain and the United States, one which might have ended in the gravest consequences for both countries, but which was finally submitted to a Court of Arbitration, consisting of representatives of England and the United States and three other members appointed by the King of Italy, the President of the Swiss Confederation, and the Emperor of Brazil. The Court met at Geneva in December 1871, and gave its award in September 1872, by which it was decreed that Great Britain was responsible for not preventing the vessel from leaving a British port, and £3,229,166 139. 4d.—Kobe Chronicle.

COMMERCIAL.

RICE.

Mr. Wm. G. Hale & Co., write in their circular, dated Saigon, 29th ult :- The advance in prices advised in our late issue has been well running between Aspinwall and New York; kept up during the period under review, owing to supplies being confined to small arrivals of contracted grain and to a fairly good demand which has been prevailing for Java, Philippines, China, etc.

On the other hand, Exchange, during the earlier part of the period under review, had gone up by several points thus checking business with Europe.

The closing tendency of our market is decidedly upward, as dealers in the Interior hold on their stocks for higher prices and that there are good many large contracts falling due in August which require grain for folfilment.

A LETTER from an officer named Prosieking shows that the Japane:e are artists even in death. "During our retirement," reads the letter, "we passed a number of wounded Japanese belonging to the force outflanking us. Seeing one of these, apparently writing a letter I went over to him. He was sitting in a pool of blood with a badly-arranged bandage on his left arm, and a look of suppressed agony on h.s. face. Across his knee, face downwards, was a tattered map, and on this, with a stick dipped in blood, he was laboriously sketching a feld gun on the top of a hill, with a little Japanese infantryman running straight at the muzzle. I gave the artist a drink of water."

Co-day's Advertisement.

THE GREAT SENSATION AND ATTRACTION IN THE EAST. NEVER SEEN IN HONGKONG BEFORE. SIMONS' RAND' PANOPTICUM, MUSEUM,

DIORAMA, CYCLORAMA AND WAX-WORKS EXHIBITION. Des Vœux Road, opposite Central Market. TO-NIGHT I TO-NIGHT II TO-NIGHT III FROM 6 P.M. TO II P.M. Price of Admission50 Cents.

Children30 . " Soldiers and Sailors in uniform...30 A. W. SIMONS, Sole Manager,

Hongkong, 10th August, 1904.

Co-oan's Advertisements.

PUBLIC AUCTION

THE Undersigned have received instructions from Mis, Perkins, to Sell by PUBLIC AUCTION,

TUESDAY.

the 16th August, 1904, at 2.30 P.M, within her residence, "Eranee," Observatory Road, Kowloon,

THE WHOLE OF HER HOUSEHOLD FURNITURE

Comprising:-DOUBLE and SINGLE IRON BED-STEADS with MATTRESSES, TEAK-WOOD WARDROBES with GLASS, OVER-MANTELS, CHEST-OF-DRAWERS, ING TABLES, TEAKWOOD DESKS ICE CHEST, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, PICTURES, COOKING STOVE and UTENSILS,

One COTTAGE PIANO by Sandon and Steedman, London

A Great Assortment of PLANTS in Pots. Catalogues will be issued. TERMS :- As usual.

HUGHES & HOUGH Auctioneers. Hongkong, 10th August, 1904.

"SHIRE" LINE STEAMSHIP CO. FOR HAVRE, LONDON AND

ANTWERP. THE Company's Steamship

"MERIONETHSHIRE," Captain G. C. Cundy, will be despatched for the above Ports, on or about SATURDAY,

the 27th August. This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or l'assage, apply to SHEWAN, TOMES & Co., Hongkong, 10th August, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEI OTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, RGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON,

HAVRE, BORDEAUX;

PORTS OF BRAZIL AND RIVER PLATE.

N TUESDAY; the 23rd August, a P.M., the Company's Steamship "TOURANE," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. Armand Behite bound for MARSEILLES vid BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principalplaces of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 22nd August, Specie and Parcels received until 4 P.M. on the same day.' No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office. G. DE CHAMPEAUX,

- Agent.

Hongkong, 10th August, 1904.

Untimation.





THE POPULAR SCOTCH



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to

H.M. THE KING HRH. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road

Shipping-Steamers.

OCEAN STEAMSHIP CO., LD.

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA , AND SUMATRA PORTS.

> FORTNICHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

	OUTWARDS.	
GLASGOW and LIVERPOOL GLASGOW and LIVERPOOL GLASGOW and LIVERPOOL	STEAMERS "IDOMENEUS" "TYDEUS"	and September.

	,	
, HOME	WARDS.	
FOR	STRAMERS	TO SAIL
LONDON AMSTERDAM & ANTWERP	" MOYUNE ",	16th August.
*GENOA MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON AMSTERDAM & ANTWERP	" PELEUS"	30th August.
LONDON AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
*GENOA MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON AMSTERDAM & ANTWERP	" TYDEUS "	30th September.
* Taking Cargo for !	Liverpool at London Rates.	•

TRANS-PACIFIC SERVICE. TO SAIL STEAMBR VICTURIA, SEATTLE, TACOMA, and "TELEMACHUS" 7th September. all PACIFIC COAST PORTS......

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 10th August, 1904. CHINA NAVIGATION CO., LIMITED.

For	STEAMERS.	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE,	"TSINAN" * :	! .11th August,
BRISBANE, SYDNEY & MELBOURNE) NINGPO and SHANGHAI SHANGHAI	"WHAMPOA" t	11th ,, 12th ,,
SHANGHAICHINKIANG	" CHEUNGCHOW"	15th "
CEBU and ILOILO	"KAIFONG" *	Charles 13
SWATOW, CHEFOO and TIENTSIN	, " KANSU "	, 25th H

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bitls of Lading to all Yangtsze and Northern China Ports. ‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian

N.B.-REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 10th August, 1904.

Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships--- Electric Light-Perfect Cuisine-Surgeon and Stewardess carried. -All the most up-to-date arrangements for comfort of

MANILA AND STEAMSHIP COMPANY, LIMITED.

. Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th August, at 10 A.M.
RUBI	2540	R. W. Almond	.9	SATURDAY, 20th August, at 10 A.M.
PERLA	1980	A. H. Notley	•	

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 6th August, 1904

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON, OPERATING IN CONNECTION WITH

THE ORECON	RAILROAD	AND NAVIGATION	Y CUMPANY.
	PT and	Cantain	מט וואר סוב
	0 -	Bahle	August 25th, 1904.
	F 108	Anne A CRUICH Sector sections	111111100brossrans admits
	4 4 5 4		1111111001000. 10111111
- 4 41		WODDET	AAAAAAAA TAA TAA TAA TAA TAA TAA TAA TA
"NICOMEDIA" Through Bills of Ladii United States Points Fo	ng issued to Pa	of Freight and further	information, communica
United States Points Fo	4 through raves	Of a rought and	
with or apply to		ALLAN CAMI	ZRON, General! Agent.

HONGKONG-MACAO LINE.

HONGKONG-UANTON LINE.

S.S. "WING CHAL" Captain SAMUEL BELL SMITH.

cabin and servant), \$3; Return Ticket, \$5.

Single Ticket, 12; Return Ticket, \$3. Return

Board or at Macao Hotel, \$5. On Sundays,

\$5 extra will be charged for each cabin with

WHARF-At the Western end of Wing Lok

The Steamer runs an Excursion Trip EVERY

MING ON & CO.,

and Floor, No. 16, Victoria Street.

BUNDAY. It takes only 31 hours to reach

Hongkong, 5th January, 1904

accommodations for two or more passengers.

2 P.M. and Sundays about 7.30 P.M.

Street.

Maceo.

THE British Steamship

"YING KING,"

EPARTURES from Hongkong, on Week | Captain E. J. Page, of 1,088 tons, Registered, Days, at 7.30 A.M.; on Excursion Sundays, is the newest; fastest, and most luxuriously furat 8.30 A.M.; from Macao, Week Days at about nished steamer on the line and is lighted throughout with Electricity; hot and cold water FARE :- (Week Days) 1st Class (including service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, 2nd Class, \$1; 3rd Class, 50 cents. On Excursion Sundays, 1st, 2nd, 3rd Class WEDNESDAY and FRIDAY EVENING at 9 P.M. and returning from Canton every Ticket including Tiffin and Dinner either on

following evening at 5 P.M. 1st Class\$3.00 for Single Journey. 2nd 11 1.50 Meals 1.00 each.

The steamer's wharf is at the Western and

Hongkong, 24th June, 1984)

of Wing Lok Street. YUK ON S.S. CO., LD., No. 216, Wing Lok Street. WENDT & CO. Canton Agents.

Shipping—Steamers. CHINA NAVIGATION COMPANY,

LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

CTEAMERS fitted throughout with Electric Dight, First Class Accommodation. Un-BUTTERFIELD & SWIRE,

Agents. Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES: I. TREVOUX & CO. HONGKONG-CANTON NIGHTLY

SERVICE. THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MON-DAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity. The Salcon is under European Supervision.

First Class European\$8.00 Second Class European 3.00 First Class Chinese 1.50 Second Class Chinese

The Company's Wharf is at the end of Queen Street, Praya West. For further Particulars, apply to

J. LANDOLT, Agent, THE PHARMACY, Queen's Road Central. Hongkong, 9th June, 1904.

STEAM TO CANTON. THE New Twin Screw Steamers

"KWONG CHOW"...1,309...J. P. MARTIN. "KWONG TUNG"...1,238...H. W. WAI KER Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted). Leave Canton for Hongkong about 5 o'clock

Every Evening (Sunday excepted). These Fine New Steamers have unexcelled Accommodation for First Class Passengers and

Passage Fare-Single Journey\$4 Meals(Each) (

are lit throughout by Electricity.

The Company's Wharf is a Short Distance West of the Harbour Master's Office. SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 17th February, 1904. NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

STEAM FOR "BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail-Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCE. LONA, VALENZA, ALICANTE, ALMERIA and LAGA.

THE Steamship

"CAPRL" Capt. Belsito, will be despatched as above, on FRIDAY, the 12th instant, at Noon, instead of as previously advertised. At BOMBAY, the Steamer is discharging in

VICTORIA DOCK. For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Agents. Hongkong, 10th August, 1904. [001

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship

"CATHERINE APCAR," Captain A. Stewart, will be despatched for the above Ports, on SATURDAY, the 13th instant, at 3 P.M. For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents. Hangkang, 8th August, 1904.

P. & O. S. N. Co.'s INTERMEDIATE LINE.

NTEW and well appointed twin screw

S.S. "BORNEO," 4,573 tons, Capt. G. W. Gordon, R. N.R., will be despatched

for LONDON (DIRECT), on or about 19th Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate.

For further Particulars, apply to-E. A. HEWETT,

Superintendent. Hongkong, 6th August, 1904.

AMERICAN ASIATIC STEAM-SHIP COMPANY.

FOR NEW YORK VIA SUEZ CANA THE Steamship "EPSOM,"

Captain J. White, will be despatched for the above Port, on or about SATURDAY, the 3rd September, For Preight, apply to SHEWAN, TOMES & Co.,

General Agents, Hongkong, 4th August, 1904:

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND уоконама. THE Company's Steamship

"MANCHE," Captain ----, will be despatched for the above Ports, on or about WEDNESDAY, the 10th instant.

G. DE CHAMPEAUX, Hongkong, 4th August, 1904. ...

For Freight or Passage, apply to

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

Hongkong, 8th August, 1904.

" LOONGSANG," Captain G. S. Weigall, will be despatched as above on FRIDAY, the 12th inst., at 4 P.M. This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"BEDOUIN" 12th August. "LOWTHER CASTLE" ... 20th "ATHOLL ".....t5th September. bor Freight and turther Information, apply DODWELL & Co., LIMITED,

Ayents. Hongkong, 8th August, 1904.

insurance.

NORTH GERMAN FIRE INSTRANCE COMPANY OF HAMBURG

HE Undersigned AGENTS of the above Company are prepared to among First Cass FOREIGN and CHINESE RISKS at CURLENT RAPES.

SIEMSSEN & Co. thingsone with May Plat

For Sale.

FOR SALE.

(OWNER GOING HOME).

BAY AUSTRALIAN MARE, 8 years, 14.1.
BLACK AUSTRALIAN GELDING,

9 years, 14.0%.
For further particulars, apply to— MAJOR HAMILTON, Head Quarters.

Hangkang, 9th August, 1901.

FOR SALE. ONE ICE-MAKING MACHINE with GAS ENGINE complete. For full Particulars, apply to

HUGHES & HOUGH. 8, Des Vœux Road.

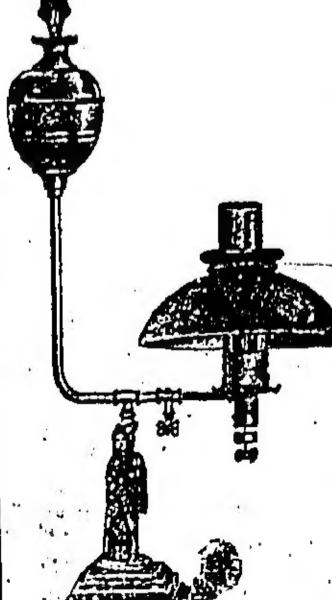
Hangkong, 27th June, 1904. GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5 per Cask ex Factory. In Bags of 250 lbs. net \$8 per Bag ex Factory. SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st August, 1904.

FOR SALE.



INCANDE-SCENT, Gasoline, Lamps of all descriptions from the best makers. Incandescent Mantles.

Chimneys, Gasoline and Gas 'Lamps at the most moderate prices. Lamps fixed

up for Buyers free of charge. Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace

Hongkong, 17th November, 1901



HUNGKONG AVERAGE MARKET PRICES.

Corrected 3rd August, 200 cls. per \$ Mex.

BUTCHER MEAT.

Beet sirloin & prime cut-Mei Lung Pa lb " Corned-Ham Ngau Yuk , Roast-Shiu , n , Breast-Ngau Lam Boup, Tong Yuk , Steak-Ngau Yuk Pa Serjoin-Ngau Lau..... " Sausages,-Ngau Yuk Chaung ... " Bullock's Brains- " Know..... per set .. Tongue fresh-Ngau Li..... each , corned-Ham Ngau Li..... " Head-Ngau Tau..... " Heart-Ngau Sum " Hump, Salt-Ngau Kin...... " Feet-Ngau Kerk...... each " Kidneys-Ngau Yiu..... " Tail-Ngau Mci

" Tripe (undressed)-Ngau To...... " Calves' Head and Feet-Ngau-chaitau-keok.....sct

Leg-Yeung Pei Shoulder-Yeung Shau Pigs' Chitlings-Chi cheong Brains-Chi Know.....per set " Feet-Chi Kerk

" Fry-Chi Chak " Head-Chi Tau Heart-Chi Sumeach " Kidneys-Chi Yiupair Liver—Chi Konib Pork, Chop-Chi Pai Kwat

Corned-Ham Chu Yuk Leg-Chu Pei " Fat-or Lard-Chu Yau Sheeps' Head and Feet-Yeung Tau

Keokset Heart-Young Sumeach · Kidneys-Yeung Yiu " Sucking Pigs, To Order-Chu Chai ... ,, Suet, Beef-Sang Ngau Yau n

Mutton-Sang Yeung Yau Veal-Ngau Chai Yuk...... " Sausages-Ngau Chai Yuk Tong. "

POULTRY. Chicken-Kai Chai Capons; Large, Small-Sin Kai...... Ducks-Ap Doves-Pan Kaueach Eggs, Hen-Kai Tan.....per doz.

, Hainan-Hoi Nam Kai Geese-Ngoi Geese, Wild Shanghai-Sheung Hoi Ye Ngo pair

Musk Deer-Wong Keng each Hare-Tu Chai...... Partridge-Che Khoo Pheasant-Shan Kaipair Pigeons, Canton-Pak Kup each Hoihow-Hoihow Pak Kup " Rice Birds-Wo Fa Cheukdozen Snipe-Sa Chui each

Turkeys, Cock-Fo Kai Kung n. Hen- , , Na , Wild Ducks, Shanghai, Sui-appair Teal, Shanghai, Sui Ap Chai.....each Wild Ducks Canton-Sang Shing Sui

> Apea.....per pair FISH.

Bream-Bin Yu,..... Canton Fresh Water Fish-Hoi Sin Yu, Carp—l.i Yu Catfish -- Chik Yu Codfish-Mun Yu..... Crabs-Hai Cuttle Fish-Muk Yu » Dab-Sa Mang Yu Globes, Sha- Dace-Wong Mei Lun Dog Fish-Tit Tu Sa Eels, Congor-Hai Man Yu Fresh water-Tam Sui Yu

Yellow-Wong Sin..... Frogs-Tien Kai Garoupa-Sek Pan Gudgeon-Pak Kup Yu Herrings-Tso Pak Halibut-Choung Kwan Yu Labrus-Wong Fa Yu....., Loach-Wu Yu..... Lobsters-Lung Ha Mackerel-Chi Yu Mullet-Chai Yu Oysters-Sang Hoo Parrotfish-Kai Kung Yu

Pike-Fa Paw Poong

Plaice-Pan Yu...

Pomfret, Black-Hak Chong

Pomfret, White-Pak Chong........

Prawns-Ming Ha..... Rock Fish-Sek Kau Kung........ Roach-Chun Yu Salmon, (C'ton), fresh water-Ma Yau Yu, Shark-Sa Yu Shrimps—Ha Soles-Tat Sa Yu...... Tench-Wan Yu Turbot-Cho How Yu Turtles, small, fresh water-Keok Yu...

White Bait-Ngan Yu Chai FRUITS. Apples, (California)-Kam San Ping Ko.....b - (Chefoo)-Tin Chun Ping n

Ko....... Small-Hoi Tong..... Custard-Fan Lai Chieach Bananas, fragrant, Canton-Sang Sheng Heung Chiu , (brides), Macao-San Heung Chiu, Chestnuts, Chinese-Foong Lut " Carambola-Yeung Tou Cocoanuts-Yeh Tszeach Grapes-Sin Tai Tsz.....lb Lemons, China-Ning Moong..... .. Amer. - Kum San Ning Moong Lichees, Dried-Lai Chi Con Fresh, Lai Chi

Limes, (Saigon)-Sai Kung Ning Moongeach 24 Mango, Manila-Lui Sung Mong...... Mango, Saigon-Sai Kung Moong Mangosteens, San Chuk Tsz doz. Oranges, (Canton)-Sang Sheng Tim Chang " Small-Tai Kut Mundarin-Tim Kut

Olives—Pak Lamb Pears, (American)—Kam San Shut Li... " (Canton), Cooking-Sa Li " (Shanghai)—Sheung Hoi Li Peanuts,-Fa Sang Persimmons Large,-Hung Chie Pine-apples, 1st quality-Sheung Poon. Ti Paw-laweach .. and cocking-Chung-tang

Platams—Tai Chen Plums, Swatow-Hung Lai. Pumolo, Siam-Chim Lo Yau n Wainuts, Hop Tou Green -Sang Hop Tuo

VEGLIABLES, &c. Artichokes, Shanghai,-Sheung Hoi Ah

Beans, (French) Macao-Oh Moon I'm Tau Beans, (French), Shanghai-Sheung Hoi Pin Tau Beans, Sprout-Ah Choi...... Beans Long-Tau Kok Beet Root-Hung Choi Tau..... each Brinjals, Green-Cheng Yuen Ker Brinjals, Red-Hung Ker Brassica-Pak Choi..... Bamboo Shoots-Chook Shun Cabbage, Chinese, com.-Kai Choy......

Cabbage Reot-Kai Lan Taueach Cabbage, (Shanghai)-Yeh Choi " Cone Shoots, bunch-Kau Shun Cauliflower, Large size-Tai Yeh Choi Faeach

Cauliflower, Medium size-Cheung Yeh Choi-faeach Cauliflower, Small size-Sai Yeh Choi-fa Carrots-Kam Shun Celery, Chinese Tong Kan Choy Celery, English-Yeung Kan Choi Celery, White-Pak Young Kan Choi... Chilles Dried-Con Lat Chiu

" Red-Pung Fa " Green-Cheng Lat Chiu Curry Stuff, English-Ka Lee Choi Liu Cucumbers-Cheng Kwa Bitter Squash-Fu Kwa Garlic-Suen Tau..... Ginger, young-Sun Tsz Keung old-Lo Keung

Indian Corn-Suk Maipiece Lettuce-Yeung Sang Choieach Water Chesnuts-Ma Tai " Mandarin-Kwei Lum Ma Tai Mushrooms Fresh-Sang Cho Kho

Horse Radish; Shanghai-Lik Kan

Onions, Bombay-Yeung Chung Tau ,... . Green-Sang Chung...... S'hai-Sheung Hoi Chung Tau Japan-Yat Poon Okroes-Mo Ker

Parsley, English-Yeung Un Sai

Gradus Pea in militarisminiminimi Green Peas-Cheng Tau..... Potatoes, Sweet-Fan Shu Shanghai-Sheung Hoi Shu Tsai Japan-Yat Poon Shu Tsai ... American-Fa Ki " "

Foochow-Fuk Chau Shu Tsai Macao-Oh Moon Pumpkin-Toong Kwai Radich-Hung Lo Pak Tsai.....dozen Rhubail Shalots-Con Chung Tau Spinage (Chinese)-Paw Choi Spinach-Yin Choi Tomatoes-Fan Kor.....

Taros-Wu Tau Turnips, Pun-ti (Long)-Low Pak English-Young Low Pak, piece Vegetable Marrow-Chit Kwa Waters Cresses-Sai Young Choi,

N. A. JOHANSSEN,

Acting Impostor of Markets,

Lily Roots-Lin Ngau Yams-Tai Shu.

HONGKONG METROROLOGICAL ·SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that had weather is expected. The signals are as follows:-

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above-signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that in. formation regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns 'hoisted vertical'y indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on II M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the food of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice hoards are placed at !-Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street

Blake Pier.

Post Office. Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM WARNINGS are exhibited on the above boards

daily about 11 a.m., and also at other hours,

day or night, whenever necessary. information of importance is also issued by "Express." THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weatherforecasts, and information regarding the exist-

SPECIAL INQUIRIES.

ence and movements of typhoons based thereon...

whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F, G. Piag. Acting Director, Hongkong, Observatory, and January, 1904.

compound.

Progress, Ger. s.s., 687, F. Bremer, 9th Aug.,-· Hoihow 8th Aug., Gen. -S. & Co. Meefoo, Ch. s.s., 1,321, J. Whitelow, oth Aug., -Shanghai 6th Aug., Gen.-C. M. S. N.

Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug., -Sandakan 4th Aug., Timber.-J., M. &

Clearances at the Harbour Office. Tilmahi, for Shanghai. Tartar, for Amoy.

Kwonglung, for Canton. Veddo, for Calcutta, Vingking, for Canton. Departures.

Aug. 10. Tartar, for Vancouver. Tjimahi, for Shanghai. Machaen, for Vancouver. Waishing, for Canton.

Passongors arrived. Per Meefoo, from Shanghai-Messrs. C. L. Goodhart, Hutchinson, and 23 Chinese.

Passengers departed.

Per Oceanien, for Saigon-Messrs, Felix Guoil, A. Delapaye, i Japanese, i Annamite, and 36 Chinese. For Singapore—Messrs. E. Rendell Graham, J. B. Windsor, Mr. and Mrs. H. C. Owen and child, Messrs. Thos. F. Cobbs, H. M. Steels, 1 Japanese woman, and 8 Chinese. For Colombo - 2 Chinese. For Reunion -Mrs. A. Peterson. For Marseilles-Messrs. C. I. lansen, Marshall Dawson, Jancourt, H. A. Konings, Le Moine, Bertie and A. M. Poisson. Per Tartar, for Vancouver, &c .- Messrs, H. Gidley, P. Bichayn, Yip Chok Kai, V. Wilson, Mr. and Mrs. Eckford, Mrs. Roby, Messrs. H. K. Struve, E. S. Groves, W. Brumfield, Mrs. Kadoorie, child and nurse, Major and Mrs Ormiston, Mr. C. H. Grace, Mr. and Mrs. W.. B. Millar, Messrs. K. Wilson, S. S. Benjamin, W. G. Pirie, and Mrs. C. A. Walters.

Shipping Report.

Sir. Waishing from Wuhu:-- Moderate to strong S'ly winds, with heavy squalls, moderate sea to Chapel Island, thence to port S E. swell, increasing to high confused sea.

Str. Mee For from Shanghai:-Sheep Sal to U.S.S. Pathfinder ... at Kowloon Dock, Bullock harbour fresh to moderate S. breeze, Shanghai cloudy, fine, thence to Ockseu fresh to light Glenogle S.W. breeze, cloudy, fine, thence to Lammocks light to fresh W. breeze, and fine, thence to port strong E'ly breeze and heavy swell, frequent heavy rain squalls.

Vossels in Port.

STEAMBER. An Pho, Br. 5.s., 966, J. Kynoch, 8th Aug.,-Saigon 4th Aug., Rice.—Chinese.

Babelsberg, Ger. s.s., 1,500, H. Wendt, 7th Eug., - Kobe 31st July, and Moji 2nd Aug., G.o. and Coal.-N. Y. K.

Belgi n King, Br. s.s., 2,153. I. Hayton, 2nd Aug., - Karatsu 27th July, Coals. - B. &

Borg, Norw. ss, 732, N. C. Mathisen, 6th Aug.,-Bangkok 30th July, 1 ice.-Ming Cauri, Ital. s.s., 2,717, G. Belsito, 3rd Aug.,-

Bombay 16th July, and Singapore 27th, Gen.-C. & Co. Carl Diederichsen, Ger. 5.5., 767, H. Schlaikair, 8th Aug., - Holhow 7th Aug., Gen.- J. &

Carl Menzell, Ger. s.s., 989 1 Janssen, 3rd Aug, -- Malay Bay 22nd July, Timber.--

E. A. T. Co. . Catherine Apcar, Br. s.s., 1,730, A. Stewart, August—Teenkai. 6th August—Ceylon, 9th—August—Benmohr. Himalaya, Segovia, Mon8th Aug.,—Singapore 3rd Aug., Gen.—D., mouthshire, Agamemnon.

Cheang Chew, Br. s.s., 1 213, I. Harrison, 8th Aug., -Singapore and Aug., Gen.-Chi-

Choysang, Br. s.s., 1,424, H. J. Roope, 9th Aug, -Canton 8th Aug., Gen. - J., M. &

Emma Luyken, Ger. s s., 1,160, H. Martens, 28th July, -Singapore 22nd July, Sugar and Nuts. - Chinese.

Glenogle, Br. s.s., 2,399, W. T.-Larkins, 31st July,-Amoy 30th July, Gen.-Scang Taik Haimun, Br. s.s., 636, W. C. Passmore, 8th

Aug.,-Swatow 7th Aug., Gen.-D., L. & Hinsang, Br. s.s., 1,535, W. E. Sawer, 9th Aug., -Saigon 5th Aug., Rice. - J. M. &

Jacob Diederichsen, Ger. s.s., 623. B. Ohlsen, 5th Aug,- Iniphong and Pakhoi 30th July, Gen.- J. & Co. James Brand, Br. s.s., 2,512, Torrance, 7th

Aug.,-Pulo Pukum 31st July, Bulk Oil.-Meyer & Co. Keemun, Br. s.s., 3.190, A. D. Baker, 8th Aug., -Singapore 3rd Aug., Gen.-B. & S. Keongwai, Ger. s.s., 1.115, W. Möllermann, 6th Aug.,-Bangkok 29th July, Rice and

Teak-squares .- M. & Co. Kwanglee, Ch. s.s., 1,540, Lincoln, 9th Aug.,-Canton 8th Aug., Gen.-C. M. S. N. Go. Loksang, Br. s.s., 985, F. Wheeler, 7th Aug.,-Bangkok 30th July, Rice.-J., M. & Co. Loongsang, Br. s.s., 1,092, G. S. Weigall, 8th Aug.,-Manila 5th Aug., Gen.-J., M. &

Loosok, Ger. s.s., 1,010, G. Schultzen, 6th Aug., -Bangkok 31st July, Rice. -B. & S. Lothian, Br. s.s., 3.227, I.C. Williamson, 4th Bacolod 9 a.m. - - SSW 27 o Aug.,-Salina Cruz 3rd June, Ballast.-C.

Luise, Ger. s.s., 2,2 3, C. Holbatt, 9th Aug.,-Barry 31st May, Coals.-Order. Macduff, Br. s.s., 1,882, R. Glegg, 8th Aug .-

Liverpool 24th June, and Singapore 2nd Aug, Gen,-D. & Co., Ld. Machew, Ger. s.s., 695, H. Harjes, 7th Aug.,-

Bangkok 1st Aug., Rice and Rice-flour .--Masters of vessels or their agents may, Medan, Ger. s.s., 746, O. Stolberg, 22nd July,from Caroline Island, Copra and Gen. - S.

Nigretia, Br. s.s., 1,530, S. Harrison, 8th Aug., -Moji 31st July, Coal.-Jeffries & Co. Rajaburi, Ger. s.s., 1,189, D. Reimers, 8th Aug.,-Banglok and Aug., Teakwood and Rice.-B. & S.

Ratho, Br. s.s., 2,747, J. Thomson, 4th Aug.,-Barry Dock 18th June, Coal.-J., M. & Co. Rein, Nor. 3.5., 726, H. Olsen, 6th Aug.,hangkok 19th July, Rice.—Kin Ty Long. Shantung, Br. s.s., 1,837, J. Manach, 8th Aug., -Java Ports 30th July, Gen. -B. & S.

Sikh, Br. s.s., 3,216, James Rowley, 5th July,-New York 4th May, Gen. and Case Oil .--D. & Co., Ld. Stettin, Br. s.s., 1,396, J. E. Farrell, 8th Aug.,-Singapore and Aug., Kerosine,-Mr. Geo.

Tritos, Ger. s.s., 1,033, H. Krift, 6th Aug.,-Swatow 5th Aug., Gen.-O. S. K., -Kuchinotzu 5th Aug., Japanese Gen.-

Tweeddale, Br. s.s., 2,873, T. Milne, 25th July, -Durban 25th June, Ballast .- G., L. & Co. Whampon, Br. s.s., 1,107. Partridge, 6th Aug.,
—Canton 6th Aug., Gen.—B. & S.

Wongkoi, Ger. s.s., 1,115, F. V. Bruhn, 3rd —Bangko't 28th July, Rice and Wood.—

Yeddo, Br. s.s., 2,974. Baird, 21st July,-Barry 15th May, and Singapore 15th July, Coal. -D. & Co., Ld.

Zafiro, Br. s.s., r.611, R. Rodgers, 8th Aug.,-Manila 6th Aug., Gen. -S., T. & Co.

SAILING VESSELS. Belipse, Br. ship, 2,978, J. McBryde, roth May,

-New York 10th Dec., 1903, Case Oil .-S. O. Co. E. B. Sutton, Am. ship 1,639, Johnson, 19th July,-Chefoo 20th June, Ballast,-Order.

Evie T. Ray, Am. bq., 918, Karten, 6th Aug.,-Manila 2 th June, Timber.-Order. New York 29th Jan., Kerosine.—S. O. Co.

Maria Le, Ital. bq., 1,118. D. Urso, 9th April, -Freemantle 7th Feb. Sandalwood. Sokoto, Br. 4-masted bq., 2,193. Wm. Bourke,

1st Aug.,-New York 3rd April, Petroleum. -S. O. Co. Trongate, Br. bq., 949, A. Hutton, 28th May,-Fremantle 23rd May, Sandal-wood.-

Gilman & Co.

Steamers Expected,

Vessels	From	Agents	Due
Coromandel	Singapore.	P. & O. Co	Aug. 1
Changsha Korea			
Pakling			
Emp. of India.			
Namsang	Singapore.	J., M. & Co	Aug. 1
Prenssen			
Gneisenau Gaelic	Colombo	O. & O. Co	
Aragonia	Portland	P. & A. Co	Aug. 3

H.M.S. Leviathan ... ,

Hongkong & Whampon Dock Returns.

H.M S Robin...... " Emma Luyken " Lothian Wongkoi Tak Hing.....

Ships Passed The Canal.

Outward-15th July-Scandia, Armenia, Sambia, 20th July-Breinhuel, Ataka. 23rd July-Albenga, Formosa, Rasisia, Idomeneus, Ranmoor: 27th July-Gneisenau, Dardanus, Claverburn, Beechley. 30th July-Annam, Elleric, Tydeus. 3rd August-Dante, Ernest Simons, Bulysses, Seydlitz. 6th August-Japan, Telemachus, 9th August-Eidsvold, Bayern, Ambria, Balfour, Seneca, Alexandra, Homeward-15th July-Pera, Polynesien, Pak Ling. 27th July-Segovia. 6th August

-Yarra. 9th August-Trieste, Yang Tise, Bencleuch. Arrivals at Home-15th July-Alcinous, Oldenburg, Promethens, Australien: 20th July-Glenturret, Sachsen. '23rd July-Marburg, Deucalion. 27th July-Marquis Bacquehem, Strassburg, 30th July-Zieten. 31d

(6)	· Aug. 8 at	Aug. 8 at
	10 2.M.	4 p.m.
	· 29.71	29.64
Lamberat	ure 84.	· 84
2 mondity	81	75
Rainfall	0,20	,

CHINA COAST METEOROLOGICAL REGISTR August 9th, 1904, a.m. Bar. Th. Hu. Wind W

. 1							1	
	Vladivostock.	a.m.	-	—	 -	_		_
	Nemuro	s.m.	29.84	_	-	N	8	_
	Hakodate		29.85	_	-	-	0	-
1	Tokio	11	29.90	_	-	_	0	-
	Kochi	_10_	29.83		_	NE	3	_
. 1	Nagasaki	11	29.87	_		SE	6	
1	Kagoshima	11	29.87			_	0	-
1	Oshima	19	19,88	— i	_	8	2	
	Naha	1	29,85	-	-	_	0	-
	Ishigakijima	11	29,81	_	-	9	6	
1	Taihoku5	a.m.	29.76	-	_	_	0	_
	Taichu		29.73		 ļ	_	0	
	Tainan		29.73	-		-	O	_
	Koshun		29.77	_	_	E	3	_
	Pescadores	,	29.72		-	NE	2	
	Weihaiwei 9	a.m.		-	-	<u> </u>		-
	Gutzlaff	. 0	29.70	82	83	8	5	CV
	Sharp Peak				-	— ,,	-	_
	Amoy	5,30°a.	29.87	80	96	1.1	0	b
	Swatow			-	-	<u> </u>	-	_
	Canton		29.71			E.	I	Ь
	Hongkongi	oa.m	29.67	82	18	R	4	0
	Victoria Peak	11	_	_	_	· IZ	4	
	Gap Rock	91	29.62	—	-	ENE	5	•-
	Macao	+1	19.65	83		. NR	2	C
1	Haiphong	**		_		-	-	-
	Manila	*	29.76	81	85	SSW	0	0
	Bacolod	a.m.	_	-	-	SSW	2	0

CONTRACT THE PROPERTY OF					_	-	
floilo	29.78	81	_	SW	4		ı.
Cebu	19.85	85	_	_	4	-	L
C. St. James. 10a.m.		-	_		-		ŀ
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	í ;		1				ı
August 10	oth, 1	904,	8. 11	n.	1		
Vladivostock. 7 a.m.		1	_				
'emuro 6 a.m.	29.84	-	-	sw	4	_	[
Hakodate ,	19.89		-	8	2	-	
Tokio	29.98	_	-	S	2	-	ь
Kochi	29.95	_	1	E	3		Ĭ,
Nagasakii n	19.95	-		N	3	_	1
Kagoshima	29.99			8	2	1111111111	ŀ
Oshima	29.84		_	NW	6	-	L
Naha	29.85	-		-	0	_	ı
Ishigakijima ,	29.85			NE	2.	-	ľ
	29.80	_		S	2		ı
Taichu,	29.77	-	_		0	-	1
Tainan	19.74	_	-		0	-	١
Koshun	29.76	-	—	₿	2	,	1.
Pescadores	2975	_		E	4	— ,·.	Г
Weihaiwei 9 a.m.	19.78		-	sw	2	-	ı
Gutzlaff	29.86		87	NNW	I	CV	
Sharp Peak	29.80	18	93	E	3	O'	ŧ
	29.80	_	87	-	o	C	ŀ
Swatow 3 a.m.	-	-		-			l
Canton	29.67	81	62	ME	2	or	ŀ
Hongkong toa.m.	29.66	80	85	BE	6	opq	1
Victoria Peak	100	_		' SE	8	1	١
Gap Rock	29.60	_		ESE	8	إحبياء	Н
Macao	19.60			ESE	8	orq	ı
Haiphong	-	_		Same.	-		
Manila	20.76	84	71	SSE	1	0	t
Bacolod 9 a.m.	-	_		8	1	0	Į
floilo	29.81	79	-	W	1	O	
Cabu		67	Į.		ا مَا	_	1

C. St. James. 10a.m.

Dagt Office.

In future, there will be one delivery of correspondence each day on week days only in Shaukiwan, leaving General Post Office at

Pillar Boxes at Arsenal Street and Percival Street will in future be cleared four times a day as under.

Percival Street \{8 a.m.-tt a.m. p.m.-5 p.m.

4 Mail will close for --

Canton -Per Honam, 11th Aug., 7.30 A.M.

Swatow, Amoy and Anping-Per Tritos, tith Aug., 9 Am. 3 Singapore, Pensug and Bombay-Per Capri, Darby, A. J. 11th Aug., 11 A.M. Swatow, Amoy and Foochow-Per Halmun, 11th Aug., 11 A.M.

Bangkok-Per Loosok, 11th Aug., 11 A.M. Macao-Per Heungshan, 11th Aug., 1.15 P M. Derbyshire, J. H. Port Darwin, Thursday Island, Cooktown, Douglas, Capt. & Mrs. J Cairns, Townsville, Brisbane, Sydney, Mel- Downing, T. C. bourne, Hobart, Launceston, New Zealand, Emerson, A. Adelaide and Perth-Per Tsinan, 11th Aug.

Ningpo and Shanghai-Per Whampoo, 11th Aug., 3 P.M. Yap, Saipan, Ruk, Ponape, Kussaie, Jaluit, Hall, Capt. T.

Mauru, Ocean Island and Sydney-Per Medan, Harding, R. trih Aug., 4 P.M. Keelung, Moji, Kobe, Yokohama, Victoria Harris, Capt. J. and Tacoma-Per Hyader, 11th Aug., 1 P.M. Samshui, Shiuhing, Takhing and Wuchow-

Per Sanui, 11th Aug., 4 P.M. Kongmoon and Kumchuk-Per Lintan, 11th Icely, Rev. F. Canton-Per Kinshan, 11th Aug., 5 P.M. Namtao-Per Taichun, 11th Aug., 5 P.M. Sanbue-Per Hol Fu, 1 th Aug. 5 P.M. Macao-Per Wingchaf, 11th Aug., 5 P.M. Canton-Per Hankow, 12th Aug., 7.30 A.M.

Macao-Per Heungshan, 12th Aug., 2.15 P.M. Shanghai-Per Shooksing 12th Aug., 3 P.M. Manila-Per Loongsang, 12th Aug., 3 P.M. Shanghai-Per Hangsang, 12th Aug, 3 P.M. Can'on-Per Powan, 12th Aug., 5 A.M. Namtao-Per Taichun, 12th Aug., 5 P.M. Sanbue-Per "of Fu, 12th Aug., 5 P.M. Macao-Per Wingshal, 11th Aug., 5 P.M. Kongmoon, Kumchuk and Samshui-Per Tak Hing, 12th Aug.; 5 P.M.

Canton-Per Kinshan, 13th Aug., 7.32 A.M. Manila-Per Zafiro, 13th Ang. 9 A.M. Europe, &c., India, via Tuticorin-Per Simla, 13th Aug., 11 A.M. Macao-Per Heungshan, 13th Aug., 2.15 P.M. Singapore, Penang and Calcutta - Per

Catherine Apcar, 13th Aug., 2 P.M. Shanghai—Per Wuhu, 13th Aug., 3 P.M. Samehui, Shiuhing, Takhing and Wuchow— Per Kongnam, 13th Aug., 4 P.M. Namtao-Per Taichun, 13th Aug., 5 P.M. Sanbue-Per Hol Ru, 13th Aug., 5 P.M. Macao-Per Wingchal, 13th Aug., 5 P.M. Namtao-Per Taichun, 14th Aug., 9 A.M. Sanbue-Per Hol Fu, 14th Aug., 9 A.M. Macao-Per Wingehal, 14th Aug., 9 A.M. Canton -- Per Fatshaw, 14th Aug., 9 A.W. Kongmoon and Kumchuk-Per Lintan, 14th

Ug., 9 A.M. Macao-Per Heungshan, 15th Aug., 12.15 P.M. Bunny, Lieut.-Col. and Post, N. Singapore-Per Baderila, 15th Aug , 2 P.M. Chinkiang-Per Changehow, 15th Aug.,

Namiso-Per Taichun, 15th Aug., 5 P.M. Sanbue-Per Hot Fu, 15th Aug., 5 P.M. Macao-Per Wingchai, 15th Aug., 5 PM. Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco - Per French, Major G. A. Korea, toth Aug, 11 A.M. Macao-Per Heungsham, 16th Aug., 12.15 P.M. Guibert, Mr. and Mrs.

Books containing :--16 Postage Stamps of 4 cents may be obtained at the counter of the General

\$1.00 each book VISITORS AT THE HOTELS.

CRAIGIEBURN. McIssac, Mrs. Dans, G. H. Drayson, Mr. and Mrs. Pearce, Rev. T. W. and Forrest, T. S. Gaskell, Mr. and Mrs. Gibson, Dr. and Mrs. Smith, Mr. E. Grant Smith, Mr. and Mrs. Giles, Mrs. Goode, Miss Grant Harrison, W. S. Woodward, Mr. & Mrs.

and children Hughes, Mrs. M. Lauder, P. KOWLOOM. Back, Mr. and Mrs. Mitchell, Mr. Pinkston, Col. Stapley

Fuller, Mr.

HONGKONG. Anderson, W. M. Katsch, E. A. Lewis, A. R. Beattie, R. B. Bingham, Mr. & Mrs Lyon, S. J. Macdonald, D. T. E. and child Macgowan, R. J. Birbeck, R. J. Mackie, C. Gordon Bishayn, P. Marriott, Dr. O. Bisney, Mr. and Mrs. S. Hisney, Miss Mattil, C. McAran, T. P. Boggan, Mr. & Mrs. R. Bonner, E. A. Borthwick, Mrs. R. W. Boyce, W. B. Miller, P. L. Milton, Miss Brunschwig, E. Burns, J. F. Moir, G. A. Chesire, F. D. Newington, A. G. Clark, W. G. North, C. J. Cunningham, G. Davies, F. O. Potter, A. G. Davies, Mrs. J. T. Prietcou, Miss F. La Rayner, F. 8. Reilly, S. Dean, G. Rice, P. F. Rosenfeld, Sayer, G. Burton Sayle, R. T. D. Fisher, H. G. French, W. Skott, C. Somerville, Geo. Glover, C. Somewille, Mrs. A. Graham, F. Stewart, W. M. Thomas, C. B. Thornborrow, J. Trimmel, W. D. Wemyss, J. L. Harrison, A. Hayton, J. T. Heckford, R. G. and child Wilson, T. H. Wolff, Philip Johannsen, E.

KING EDWARD. Belcher, R. Osborn, Mrs. G. Ough, A. H. Brandenburg, F. Rew, C. H. Foreman, J Hardy, H. J. Shepherd, Bruce Flawkes, U.S. N., Dr. Staeger, O. Robt. H. Stapler, P. A. Jameson, J. Watt Nigg, Capt. L Vaughan, H. S. Lowrey, Miss Minakawa, Y.

CONNAUGHT. Jackson, T. B. Kirby, R.N., Capt. Bell, Mrs. J. Bourke, F. D. Chicken, C. Menashih, R. Christie, Mr. & Mrs. D. Cronin, John

Newborn, R. H. Reeves, Miss Shutt, I. W. Byre, Mr. and Mrs. H Ezekiel, R. M. Spratt, R.N., W. R. Webb-Bowen, M. Helme, E. B. Wilson, Mrs. F. Howard, E. PRAK.

Benson, Major & Mrs. Playelle, Mrs. Bourchier, Mr. & Mrs. Pollock, K.C., Mr. Poxton, Mr. Bunny, Miss Chapman, A. Chichester, Major and Sawer, Mrs. Smith, C. W. Mrs. A. A. Dymock, Lieut. A,

Stokes, Mr. Stopnai, Mr. Galloway, A. D. Thomson, Mr. & Mrs. Hamilton, Major Watkins, R.E., Capt. Janmer, Mr. Hassan, Mr. Holborow, Mr.

Hudig, D. Jeffries, H. U. Post Office and at Kowloon Post Office. Price Köhler, E. L. Wenborn, S. T. Martin, R. Moxon, Mr. and Mrs. Herbert Wolfson, Mrs. & Miss

Muelle, Consul E. Yates, Mr. & Mrs. C. C. Mumford, Mr. Ollis, F. B. OCCIDENTAL.

Baird, B. A. Kemp, H. N. Keyt, Dr. F. Barker, W. Lorenzen, Mrs. Bohlmann, O. Bunner, Mr. and Mrs. McClay, A. Chandler, Lieut. F. Robinson, H. Coleman, Y. M.

Hopkins, L. M.

Moikle, Mr. & Mrs. E. Millar, Mr. and Mrs. Moon, Mr. & Mrs; E. M. Pattie, Mr. & Mrs. J. A. Scott, Mr. & Mrs. J. G. Whitton, Mrs. A. M. Wright, Mr. and Mrs. Joseph, Mr. & Mrs. E.S. Gordon

Stephens, Mr. & Mrs. Wortman, A.

Kirkhope, Hugh

Ormiston, Major and Beattie, J. M. Reattie, M. P. Mrs. J. W. Pratt, Major and Mrs.

Spalckhaver, W. O. C. Ferrier, Col. G. H. Steavenson, D.

Watson, Comdr. and Watson, Mr. and Mrs. White, Dr. and Mrs.

Peterson, Mrs. & child Pezau, Lieut. T. Cornand, Mr. and Mrs. Smith, H. S. Dibrell, W. C. Stephens, H. Harrop, H. W. Trenmann, Capt,

Untimation. THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

PAYABLE QUARTERLY IN ADVANCE.

UBSCRIPTIONS

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL Installation.

N.B.-A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS, SWITCHES,

TELEPHONES, WIRE,

SEND FOR TRICE LISTS,

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work,

ADDRESS:-2, ICE HOUSE ROAD,

Honekong, 12th April, 1904,

W. STUART HARRISON,

A.M.I.C.E., Manager.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINAISTATION.

NAME.	CLASS	Tons.	Guns.	I.H.P.	CAPTAIN.	LAST REPORTED A
Alassitu	danasah nasasi	1 700		3,000	Commander O. de B. Brock	Shanghai
Alacrity	despatch-vessel		16		Captain Sydney R. Fremantle	INVAL Lat mat
Albion †			6	13,500	Commander R. Nugent	
Algerine	sloop		16	18,000	Captain Charles Windham, c.v.o	tital had amai
Amphitrite			16		Captain R. Nelson Ommanney	Alltai had man!
Andromeda			10	16,500	LieutCommander Oscar M. Makins	
Bramble	gunboat, 1st class	,	2	1,300	LieutCommander T. D. Pratt	Yangtszo
Britomart	gunboat, 1st class			1,300	The same of	TETAL hal mak
Centurion			14	13,000	A Transport Transport Bell Transport	tarat hat
Cressy "	cruiser, 1st class		14	31,000	Captain Henry M. Ludor	Hongkong
Cherub		4.4		300	Consein Behart W. S. Stoken	Am marrie Liama
Eclipse ,	cruiser, and class	91	11	9,600	Captain Robert H. S. Stokes	FOR I
Espiègle		4.4.	. 10	1,400	Commander Ernest Barton	
Fame	torpedo boat destroyer	360	6	5,700	Lieut,-Commander C. Asser	Shanghai
Fearless	cruiser, 3rd class		12	3,200	Commander P. V. Lewes, D.S.O	
Glory #	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	
Handy	Annual book destroyer	275	6	4,000	to the second se	Hongkong
Hart	de best Jesternes	275	6	4,000	Lieut Jellicoe	Weibaiwei
	at a manufat or		-	800	Lieut. P. M. Riadore	
Inhimania	- market and interes	4444	8	7,000	Captain William B. Fawckner	Shanghai
	to the least destroyer		6	3,900	LieutCommander J. A Gregory	
Janus iii			4	3,900	LieutCommander G. B. Powell	
Kinsha	river gunboat		t8	31,592	Captain F. G. Kirby	Hongkong
Leviathan		14,100	10	800	LieutCommander F. B. Noble	West River
Moorhen	river gunboat	180	16	,	Captain T. G. Greet, R.N.	Weibaiwei
Ocean	battleship, 1st class	12,950	10	13,500	Captain 1. C. Ciona Zonto	Hongkong
Otter,			0	6,300	Commander W. H. Nicholson	Venetere
Phoenix	sloop	1,015	0	1,400	Captain Morris H. Smyth	Amou
Rambler	surveying-vessel	835	0	650		
Robin	river gunboat	85		240	LieutCommander John P. Irven	Chanchai
Rosario	sloop in an in in in	980	0	1,400	Commander T. Jackson	Conton
Sandpiper	river gunboat	85	2	240	LieutCommander H. T. Atlay	titalen
Snipe	river gunboat	85	3	240	LieutCommander Davidson	. Wunu
Taku	torpedo boat destroyer	250	6	6,500	Fleet Reserve	. Hongkong
Tamar	receiving ship	4,650	. 6	-	Commodore Dicken	, Hongkong
Teal	river gunboat		1.2	800	LieutCommander E. V. Dugmore	. Yangtate
Theris	cruiser, and class	3,400	. 8	9,000	Captain J. A. C. Wilkinson	. Wel-181-Mel
Tweed	coast defence gunboat	363	. 3	200	LieutCommander R. H. Keate	. Yangtsze
Vengenne	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.O	. Wel-hai-wei
Traces	dantesurp, as chosen,	080	6.	1,400	Commander S. St. John Farquhar	Yaugiszo
Y Collings to an or	sloop	355	6	6,300		Hongkong
Virago,	torpedo boat destroyer	355 620		450	LieutCommander Ernest C. Hardy	
Waterwitch	surveying ship			5,900	LieutCommander H. M. Wells	Shanghal
Whiting	torpedo boat destroyer	360	- 2		LieutCommander Hugh Somerville	Yangtare
	river gunboat		1	550	LieutCommander Wason	Yangtsse
Woodlark	river gunboat	130	2	550	Tigge-Aguitta got is seen 1881 111 11	
	Prof. of the second					
		4 4	M.	4	The state of the s	1 . 1 . 1
d 9 9 9 9 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1		
7.9 57				1		

* Plag of Admiral Sir Gerard H. Noel, Commander in Chief, f Flag of Rear-Admiral the Hon. A. G. Curton-Howe, C.B., C.M.Q.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Tarough Bills of Lading issued for BATAVIA . Persian Gulf, Continental, Ameri-CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th August, at Noon, taking Passengers and Cargo tor the an ive Ports in connection with the Company's S.S. China, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong

Silk and Valuables, all Cargo for Arance, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail Loudon; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Ballaarat due in London on the 26th September.

Patcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hangkong, 30th July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. COMPANY. BOSTON TOW-BOAT

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

AIV MOJI, KOBE AND YOKOHAMA...

Steamers.	Tous.	Captains.	Sailing.		
Tremont	9,606	Geo. Wright W. M. Smith I. W. Garlick W. M. Smith I. W. Garlick G. V. Williams	Oct. 1		

Steamers marked (*) have no second-class passenger accommodation.

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable | steamers for Manila.

Shawmut ____ 9,606 W. M. Smith ... Ab. Aug. 17 Tremont 9,606 f. W. Garlick. Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

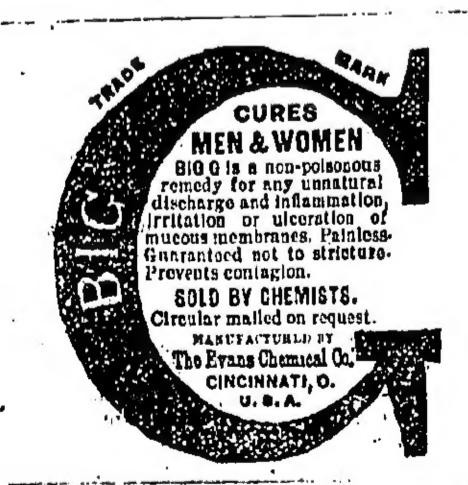
The twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to DODWELL, & CO., LIMITED, General Agents.

Queen's Buildings. [12 Hongkong, 10th August, 1904.

Intimations.



AN APPEAL

HE SUPERIORESS of the ITALIAN "CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Chil dren's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools,

who are taught by the Sisters. Hoogkoug, 22nd April, 1892, Consignees.

NOTICE TO CONSIGNEES:

FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 10th inst., at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and

Co., Limited.

expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED, Agents. Hongkong: 8th August, 1904.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "MACDUFF," FROM GLASGOW, LIVERPOOL AND THE STRAITS.

CONSIGNEES of Cargoare hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be [4 | subject to rent.

All Claims against the Steamer must-be presented to the Undersigned on or before the 20th instant, or they will not be recognized.

" All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 10 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 8th August, 1904. BRITISH-INDIA STEAM NAVIGATION

· COMPANY, LIMITED.

FROM RANGOON AND STRAITS. THE Company's Steamship

" PURNEA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 5th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Agents. [905

Hongkong, 4th August, 1964.

Untimations.

ADY, (Married), requires position as HOUSE-KEEPER, or ASSISTANT HOUSE-KEEPER in Good Hotel in Hongkong, or Manila, or would not object to serve

Apply—

" BOX," C/o This Paper. Hongkong, 15th July, 1904

Unequalled. Parifying Agent

Indispensable in Hot Countries. "Sanitas" Disinfecting Fluid general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and, administered internally prevents Cholera, Typhold Fever, Dysentery, etc. is non-poisonous and non-maining, and ... 'Sanitas'' Disinfecting Powder

is the best air purifier known, and a stronger antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing. "Sanitas" Eucalyptus Soap is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles supply the safest and most convenient means of sulphur fumigation. For the disinfection of Infected places, bedding, clothing, etc., they are both efficacious and economical. Destroy all insects.

> THE "BANITAB" CO. LTD. BETHNAL GREEN, LONDON, E.

> > NOTICE.

THE Public are hereby informed that n change has been made in the Rates of Subscription to the Hongkong Telegraph an they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, ... Hongkong Telegraph, Co., Ltd. Hongkong, 30th September, 1903.

SHARE QUOTATIONS.

Supplied by Messrs. Renj	amin, Keli			E QUO		S. iven under "Commercial Intelligence," pa	ge 5	
STOCKS.	NO. OF	1	PAID UP	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APROXIMATE RET URN A'F PRESENT QUOTATION	CLOSING QUOTATIONS.
BANKS.	80,000	\$125	\$125	\$10,000,000} \$600,000}	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ } exchange 1/8=\$22,994 for half- year }	61%	\$660 buyers
Hongkong & Shanghai Banking Corporation National Bank of China; Limited Do. (Founders')	4 5453	£10	£8 .	\$175.533 } \$175.533 } \$191,973 }	\$21,668	(ending 31.12.1903) {\$2 (London 3/6) for 1923		London ∠68 \$38 buyers \$10
MARINE INSURANCES.	150	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902		\$545
Union Insurance Society of Canton, Limited	10,000		1100	\$784 445 \ \$906,872 \ \$900,000	4.133773			
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 { \$331,342 } \$322,138	Nil.	\$4 for year ended 30.4.1903	61 %	\$62 sales
North China Insurance Company, Limited	10,000	£15	£5	Tis, 500,000 } Tis, 31,850 } \$700,000 }	Tls. 271,589	Final of L1 making L2 for 1902	- 5 04	Tis. 674
Yangtsze Insurance Association, Limited	140	\$100°	\$60 \$50	\$37,704 \$ \$1,300,000}	\$186,284	\$12 for 1902	77	\$130 \$208
Canton Insurance Office, Limited FIRE INSURANCES.				(50,000)				,,,,
Hongkong Fire Insurance Company, Limited		\$250	\$50 \$.0	\$1,170,288 \$1,000,000 \$125,675	\$371,110	\$22\for 1902\$6 dividend & \$1 bonus for 1902		\$310 buyers \$88
China Fire Insurance Company, Limited SHIPPING, TUG AND CARGO BOATS.				\$2,501) (\$250,000)	-5-51-47			
Hongkong, Canton & Macao Steamboat Co., Ld.	80,010	\$15	\$15	\$633,000	\$41,538	\$11 for second half-year 1903	10} %	\$31 sellers
Indo-China Steam Navigation Company, Limited	60,000	LIO	210	{ 205,000} 2100,010}		10/- for 1903		\$113 sales
China and Manila Steamship Company, Limited Douglas Steamship Company, Limited	30,000	\$50	\$50	\$175,000 \$80,9;5	Dr. \$63,123 Nil.	\$5 for 1900	81 %	\$26\ buyers \$35
"Star" Ferry Company, Limited	2 100 COO	\$10 \$10	\$10	\$60,0 x0 } \$15,093 } \$400,000	\$1,287	{\$1.80 & b. 40 cts } for year ending 30.4 c	41 %	\$37 buyers \$27 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$ 21,675 (\$ 18,000 (\$33,648	\$5 for 2nd 1-year making \$13 for 1903	81 %	\$155 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1 T.Tls. 50	\$130,133 } £400,000 Tls. 98,000}	£19,555	1	64	26/3 buyers Tis. 30 séliers
Taku Tug and Lighter Company, Limited	200,000	TIS SO	Tls. 50	1 (1) Tls. 201,614)	Tls. 55,541	Final of {Tis, 2} making Tis, 4}	***	Tis: 48 sellers Tis: 47 sellers
Do. (Preference REFINERIES. China Sugar Refining Company, Limited	.,,	\$100	\$100	none	Dr. \$147,717		4.	\$187 sellers
Luzon Sugar Refining Company, Limited Perak Sugar Cultivation Company, Limited	7,000	\$100	\$100 Tls. 50	none Tis. 100,000	Dr. \$73,905 Tls. 1,456	\$3 for 1897	444	\$9 sellers Tis, 60 sales
MINING Société Française des Charbonnages du Tonkin	1	Fcs. 250	1	{Fcs. 251,337} {Fcs. 1,529 652}	Fcs. 85,706	Final of Fes. 25 making Fes. 55 for 190	3	\$490
Raub Australian Gold Mining Company, Limited	{ 150,000 } 50,000	1 21	18/10	£4 873 £20,000	Dr. £7,236	.		\$7 Tis. 6½ sales
Chinese Engineering and Mining Company, Ld DOCKS, WHARVES & GODOWNS.		1	A.		\$425,340	\$6 dividend and \$1 bonus for second	3 41 0	\$224 sa. & b.
Hongkong and Whampon Dock Company, Ld S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	\$50° Tls. 100 \$100	- 1	Tls. 48,153 \$43,732	Tls. 7 final = Tls. 12 for year end. 30.4.0. \$5 for 2nd half year 1903	8 %	Tis. 157 buyers \$250
Tanjong Pagar Dock Company, Limited	2,750	\$100	\$100	\$150,00	\$40,936	{\$7 dividend} for 1903	{ 61 %	\$200 buyers \$110 \$210 buyers
Howarth Erskine, Limited			\$100	\$14,000 \$50,989 \$250,000	220,013		**	\$113 buyers
Shanghai and Hongkew Wharf Company		fls. 100	Tis. 100	1 1 1 1 2 30'A. 2'	1 18. 22,093	Tls. 18 for 1903	91 %	Tis. 150 buyers Tis. 1878 sellers
New Amoy Dock Company, Limited	6 000	\$61	\$61	\$55,500 \$500,000	\$489	\$12 for 1903	41 %	\$271 \$153 sa. & s.
Hongkong Land Investment and Agency Co., I d. Shanghai Land Investment Company, Limited	i	14-1	1 11s, 50	Tis. 800,000 Tis. 150,000	} Tls. 37,634			Tis. 109 sales
Tientsin Land Investment Company, Limited		Tls. 100	1			Interim of Tls. 3 for 1904		Tis. 125 sales Tis. 55
China Land and Finance Company, Limited	:. 6,000	\$50	Tls 50 \$30 Fls. 25	none	\$636 Tls. 5,150	\$2.60 for 1903 None	7 %	Tis. 10 \$60 buyers
West Point Building Company, Limited	12,500	di.		none { . \$100,000 \$10,771			3.0	\$135 buyers
5 Astor House Hotel, Lunited (Tientsin)	2,000	r.Ţls.	o T.Tls.	50 Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	p33 sellers
Astor House Hotel Company, Limited (Shanghai Hotel des Colonies Company, Limited (Shanghai Queen's Hotel (Wei-hai-wei)), 9,000	Tis. 25	Tls. 25	Tls. 13,986	Tls. 680	First year	71 %	Tls. 12 buyers Tls. 25 \$40
Tientsin Hotel, Limited (in liquidation)	., 1,400	rls. 50	Γls. 50	none \$200,607	Dr. Tls. 2,132	Interim of Tis. 3	141	\$40 Tis. 40 \$12‡ buyers
COTTON MILLS.				(350,00	. Tils. 11,659			Tls-30-
Ewo Cotton Spinning and Weaving Company, Le International Cotton Manufacturing Company, Le Laou-kung-mow Cotton Spinning & Weaving Co.,	d 10,000 Ld. 8,000		l'ls. 75 ο Γls. 10	Tis, 30,098 none	Tis. 88,032 Tis. 15,500	Interim of 3 % a/c 1898	10101	Tis. 25 buyers Tis. 32½ sellers Tis. 150
Soy Chee Cotton Spinning Company, Limited Hongkong Cotton Spinning, Weaving and Dyein Company, Limited	F 1 127 000		510	4	Tis. 26,389	(Final of 60 cents making \$1 for th	63	\$14% sellers
Cigars and Tobacco Cos. Shanghai-Sumatra Tobacco Company, Limited .		Γls. 20	Γls. 20	Tls. 24,820	Tls. 1,091			Tls. 65 sales
Alhambra, Limited	300	\$200	\$200	\$43,000	,			\$1;0 sellers \$9}
Miscellaneous. Green Island Cement Company, Limited	103,030	\$10		\$350,000	\$32,11	\$ 1.50 for 1903	5 %	\$:91 sellers
China-Borneo Company, Limited	60,000	512	\$12	none Saco occo	Nil 52 88	Final of 50 cents making \$1 for 1903	7 %	
Watkins, Limited	10 000	. 350	\$50	\$4,802 \$6,000	\$1,04:	55 for year ended 31.7.1903	81 %	\$81 buyers \$70 \$91
Hongkong Electric Company, Limited	1 100,00° 	5 \$10 5 \$10	\$10	none	\$1,74	7 {\$1.00 } for year ending 30.4.1904	\ 7 %	\$15 buyers \$97 buyers \$.60 buyers
Hongkong & China Gas Company, Limited Shanghai Gas Company, Limited	10,650	1		Tls. 100,000	Tls. 7,54	8 Interim of Tls. 31 for 1904	9 %	Tis. 98
Shanghai Waterworks Company, Limited	3,000	o F.Tis. II	£20 0 . T.Th. ti co Tls. 10	7 Tls. 15,250	Tls. 66	7 Final of Tis. 4 making Tis. 8 for 1903/.	4 6 %	T.Tls. 140 sellers
Late, Crawford & Co., Limited (Shanghai)	21,000 2,500	\$100	\$100	\$186,000 none	\$13,10	Final of \$ 1 making \$31 for 1903 Final of 17 making \$12 for year end. 29.	2.04 9 %	\$130 buyers \$140 buyers
Hongkong Rope Manufacturing Company, Ld. Geo. Fenwick & Co., Limited Hongkong Ice Company. Limited	6,000 5,000	525 0 \$25	\$25 \$25	\$70,000 \$35,000	\$10,50	7 \$3.75 for 1903	71 %	\$48 sellers \$235 buyers \$160 sales
Straits Ice Company, I imited	1,250	\$100	\$100	\$30,00	\$4,28 \$3,02	\$20 for year ending 30.11 1903	7 %	\$280 buyers \$20 sales \$37 buyers
Campbell, Moore & Co., Limited	1 200 8,60	0 \$10 4 12/6	\$10	\$5,5co none	\$590 £16	6d: per share for 1903	el 9	55 buvers
Do. (Foundate Hongkong Steam Waterboat Company, Limited	rs') = 100 20,000	5 5	\$ 5	none	Dr. \$42,55 \$t.54	1 None	**	\$19 buyers
China Light and Power Company, Limited William Powell, Limited	30,00	o \$10	\$10	none	\$3.73 \$4.75	7 It terim of 50 cents for 1903/4	91 %	\$11 buyers \$11 buyers
Steam Laundry Company, Limited	{ 5,07,000 x-}	\$ 5	\$ 5 \$ 3	Tls. 374,660	\$3,64 Tls. 27,18	First quarterly of Tls. to paid 15.3.04.		\$31 buyers Tls. 305
ploitatic in Langkat	5,49	o fis.	sa Fls. s	Tis, 11,143	Tls. 10,24	7 Second do. Tis, 10 , 15 0.04. 7 Tis, 5 for 1903	7 %	Tis. 714 buyers Tis. 135 sales
Central Stores, Limited	6,co	3. 3.	\$ \$1.2	\$20,000	_	3. { Interim of \$1.20 for 1904	111 %	\$100 \$8 sales
E. L. Mondon, Limited	7,00	o Tis. 50	0.00	none Tis, 25,000	Tls. 3,50 Tls. 1,94	Tls. 5 for 1902	121 %	Tis. 40 sellers Tis. 65 buyers
Natz Brothers, Limited	250,00	d \$10	\$10	\$650,000	\$83.40	F. onded locking british in the second	8 %	\$36} buyers \$98 buyers
nd Fraser and Neave, Limited	Ld. 1,20	o \$10 o \$50	\$ \$ \$ \$ \$ \$ \$ \$	none	58 0	First year winder	8 %	\$.6 sales \$50
South China Morning Post, Limited	6,00				Dr. \$39,020	o None		\$25 sales

Printed and Published by, JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.